For Index to Railways, see pa. 1, 2, 35, 36, 3 38, 39, 40.

Published Semi-Monthly, under the Supervision of the Railway Companies.

FEBRUARY, 1869.

APPLETONS' RAILWAY AND STEAM NAVIGATION GUIDE

ELGIN WATCHES.—Superior Time-Keepers for Railway use. See p

For Table of Contents, see page 26.

NEW YORK
BELTING AND PACKING CO.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

ADAPTED TO MECHANICAL PURPOSES.

Patent Smooth Belting (Patented November 22, 1859), vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300° of heat.

SOLID EMERY VULCANITE.

Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

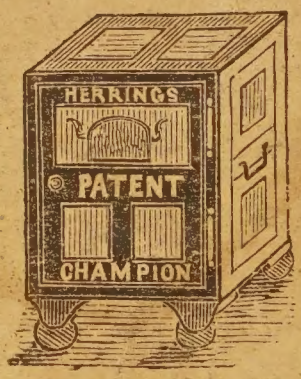
☞ *Directions, Prices, &c., can be obtained by mail, or otherwise.*

JOHN H. CHEEVER, Treasurer.

Warehouse, 37 & 38 Park Row, New York.

HERRING'S PATENT
Champion Fire-Proof Safes.

HERRING, FARREL & SHERMAN,
251 Broadway, New York.



HERRING, FARREL & SHERMAN,
New Orleans.

FARREL, HERRING & CO.,
Philadelphia.

HERRING & CO.,
Chicago.

More than 30,000 Herring's Safes have been sold, and are now in actual use, and over five hundred have been tested in accidental fires.

The Subscribers are also sole owners of the new discovery, called

"PATENT CRYSTALLIZED IRON,"

produced from the ore of Franklinite, the only metal that **can not be drilled by a Burgl**ers are now taken for Banks, Brokers, and Jewelers, and Safes lined with this material are c**erfectly Drill-Proof.**

---

ng to Act of Congress, in the year 1869, by D. Appleton & Co., in the Clerk's Offic strict Court of the United States for the Southern District of New York.

☞ For General Index to Railways, see pages 35 to 40.

IMPORTANT TO THE RAILWAY TRAVELER.

We would call the especial attention of the Railway Traveler to the following Index to Railways represented by Maps which will enable them to perceive at a glance the Routes of the principal Railways, East, West, North, and South, together with the Stations, Distances, Connections, &c.

The object of these Maps is not only to enable the traveler to select his route previous[illegible] menc-ing a journey, but also to enable him to form a correct idea of the situation of the towns, villages, and cities, through which the railways pass, thereby obviating the necessity of asking numberless questions of the Conductors, which are no sooner answered than forgotten.

INDEX TO RAILWAY MAPS.

	PAGES for see
Atlantic & Great Western Railway—Salamanca, Jamestown, Corry, Meadville, Warren, Ravenna, Dayton and Cincinnati ..... *see pages*	130, 131, 132 & 133
Atlantic and Gulf—Savannah, Waresboro', Glenmore, Lawton, Pensacola and Mobile ...	288 & 28[illegible]
Baltimore and Ohio—Baltimore, Harper's Ferry, Grafton, Wheeling and Parkersburg	198, 199, 200 & 201
Belvidere Delaware—Philadelphia, Trenton, Lambertville, Flemington, Milford, Phillipsburg, Belvidere, Manunkachunk, Scranton, and Great Bend	136 & 137
Boston and Albany—Boston, Worcester, Springfield, Westfield, Pittsfield, Chatham Four Corners, Kinderhook, and Albany	170 & 171
Boston and New York (Exp. Line)—Boston, Worcester, Springfield, Hartford and N. York	92, 93 & 172
" Via Newport and Fall River	184 & 185
" Via Providence and Stonington	330
Boston to St. John, N. B., Halifax, N. S., &c.—International Steamship Line	182 & 183
Boston and Maine—Boston, Reading, Lawrence, Haverhill, Exeter, Gt. Falls and Portland	178 & 179
Boston, Concord and Montreal, and White Mountains	156 & 157
Camden and Amboy—New York, South Amboy, Philadelphia, Baltimore and Washington	86, 87 & 88
Catawissa—New York, Easton, Mauch Chunk, Quakake, Catawissa, and Williamsport..	138 & 139
Central (New Jersey)—Jersey City, Newark, Elizabethtown, Easton, Allentown, Reading, Harrisburg and Pittsburg	114, 115, 116 & 117
Central Pacific—San Francisco, Stockton, Sacramento City, Cal., &c.	80, 81 & 241
Chicago, Alton and St. Louis—Joliet, Bloomington, Sprinfield, Alton and St. Louis	234 & 235
Chicago, Burlington and Quincy Railway Line—Chicago, Aurora, Mendota, Galesburg, East Burlington, Ottumwa, Camp Point, Quincy and St. Joseph.....	228 & 229
Chicago, Rock Island and Pacific—Chicago, Joliet, La Salle, Peoria, Pond Creek, Rock Island, Davenport, Washington, Iowa City, Des Moines, &c.....	232 & 233
Chicago and Northwestern—Chicago, Geneva, Dixon, Fulton, Clinton, Cedar Rapids, Boone, Council Bluffs and Omaha; Janesville, Watertown, Ft. Howard, &c..	224, 225, 226 & 227
Cincinnati and Indianapolis—Cincinnati, Lawrenceburg, Shelbyville, Indianapolis, Lafayette, Springfield, Quincy, Keokuk, Des Moines and St. Joseph.....	262, 263, 264 & 265
Cincinnati, Hamilton and Dayton—Cincinnati, Ludlow, Hamilton, Carlisle, and Dayton	212 & 213
Columbus, Chicago and Indiana Railway Line—Columbus, Milford, Urbana, Piqua, Richmond, Cambridge City, Knightstown, Greenfield, and Indianapolis..	208, 209, 210 & 211
Connecticut and Passumpsic Rivers—New York, White River Junction, Wells River, St. Johnsbury, Newport, White Mountains, Lake Memphramagog, &c.....	168 & 169
Dayton and Michigan—Cincinnati, Dayton, Piqua, Sidney, Lima, Toledo, and Detroit..	212 & 213
Eastern (Mass.)—Boston, Chelsea, Lynn, Salem, Newburyport, Portsmouth, Portland...	174 & 175
Erie (New York and Erie)—New York, Jersey City, Paterson, Suffern, Pt. Jervis, Great Bend, Elmira, Hornellsville, Dunkirk, Buffalo, Cleveland, &c.....	98, 99, 100, 101, 102 & 103
European and North American—St. John, Sussex, Anagance, Moncton, Pt. du Chene, &c.	182 & 183
Grand Trunk—Portland, Riviere du Loup, Quebec, Richmond, Montreal, Prescott, Brockville, Toronto, Stratford, Sarnia, Port Huron, Detroit, &c.....	158, 159, 160, 161 & 162
Great Southern Mail Route—New York, Baltimore, Washington, Lynchburg, Chattanooga, Atlanta, Nashville, Memphis, New Orleans, &c.....	280 & 281
Great Western (Can.)—Buffalo, Niagara Falls, Suspension Bridge, St. Catherines, Hamilton, Harrisburg, Paris, Woodstock, London, Chatham, Windsor, and Detroit	164, 165 & 166

☞ For General Index to Railways, see pages 35 to 40.

Hannibal and St. Joseph—Hannibal, Hudson, Chilicothe and St. Joseph 230
Harlem (N. Y. to Troy)—New York, Williams' Bridge, White Plains, Croton Falls, Dover Plains, Albany and Troy ..... 104 & 105
Hudson River (N. Y. to Troy)—New York, West Point, Poughkeepsie, Hudson and Troy 84 & 85
Illinois Central—Chicago, Urbana, Mattoon, Centralia, Cairo, Pana, Decatur, Bloomington, El Paso, La Salle, Dixon, Freeport, Galena, Dunleith, Dubuque, &c...252, 253, 254, 336 & 337
Indianapolis, Cincinnati and Lafayette—Cincinnati, Lawrenceburg, Greensburg, Shelbyville, Indianapolis, Lebanon, Thorntown, and Lafayette ..... 262, 263, 264 & 265
Indianapolis and St. Louis—St. Louis, Alton, Litchfield, Pana, Mattoon, Paris, Terre Haute, Greencastle, Indianapolis, Bellefontaine, Crestline, Cleveland, &c..... 260 & 261
International Steamship Co.—Boston, Portland, Eastport, St. John, &c..... 182 & 183
Lake Shore and Michigan Southern Line—Buffalo, Dunkirk, Erie, Cleveland, Monroeville, Toledo, Elkhart, Michigan City and Chicago ..... 126, 127 & 128
Louisville, Cincinnati and Lexington—Louisville, Hobbs', Smith's, La Grange, Eminence, Frankfort, Midway and Lexington ..... 258 & 259
Louisville, Nashville, Clarksville and Memphis Route—Louisville, Cave City, Bowling Green, Nashville, Clarksville, Danville, Humboldt, Memphis..... 270, 271, 272 & 273
Maine Central—Portland, Lewiston, Leeds, Waterville, Newport, Bangor and Milford... 176 & 177
Michigan Central—Detroit, Ann Arbor, Jackson, Kalamazoo, Mich. City and Chicago.... 220 & 221
Michigan Southern and Northern Indiana—Toledo, Detroit, Monroe, Adrian, White Pigeon, Michigan City and Chicago..... 222 & 223
Milwaukee and Prairie du Chien—Milwaukee, Milton, Janesville, Monroe, Madison, Mazomanie and Prairie du Chien..... 244, 245, 246 & 247
Milwaukee and St. Paul—Milwaukee, Watertown, Portage City, La Crosse and St. Paul 244, 245 & 246
Mobile and Ohio—Mobile, Meridian, Corinth, Jackson, Humboldt, Columbus, Cairo, Centralia, Mattoon, Chicago, &c..... 274, 275 & 276
Morris and Essex—New York, Hoboken, Newark, Orange, Newton, Morristown, Hackettstown, Easton, &c..... 90 & 91
New Brunswick and Nova Scotia—St. John, Moncton, Halifax, Windsor, Truro, &c..... 182 & 183
New Jersey Railway—N. York, New Brunswick, Trenton, Philadelphia and Washington 106 & 107
New Orleans, Opelousas and Gt. Western—N. Orleans, Brashear, Galveston, Texas, &c. 278 & 279
New York Central—Troy, Albany, Utica, Syracuse, Canandaigua, Rochester, Batavia, Buffalo, Lockport, Niagara Falls, &c..... 122, 123 & 124
New York and Erie—New York to Dunkirk, Buffalo, &c..... 98, 99, 100, 101, 102 & 103
New York and Harlem—New York to Albany..... 104 & 105
New York to Boston (Express Line)..... 92 & 93
" " Newport and Fall River..... 184 & 185
" " Stonington and Providence 330
New York to Montreal, via Saratoga and Lake Champlain.....148, 149, 150 & 151
Pacific and Missouri River—St. Louis, Franklin, Washington, Hermann, Jefferson City, Syracuse, Warrensburg, Pleasant Hill, Kansas City and Leavenworth..... 266 & 267
People's Line of Steamers—New York, Athens, Albany, Scheneetady, Saratoga, &c..... 121
Portland and Kennebec—Portland, Richmond, Augusta, Waterville and Skowhegan.... 180 & 181
Rensselaer & Saratoga and Saratoga & Whitehall Railways—Albany, Troy, Ballston, Saratoga, Lake George, Ft. Edward, Whitehall, Castleton, Rutland, &c....148, 149, 150 & 151
Richmond, Fredericksburg and Potomac—New York, Philadelphia, Baltimore, Washington, Alexandria, Richmond, Weldon, Wilmington, &c..... 290, 291 & 292
Rome, Watertown and Ogdensburg—Rome, Watertown, C. Vincent, Ogdensb'g, Potsdam 94 & 95
St. Louis, Alton & Terre Haute—Terre Haute, Mattoon, Pana, Alton and St. Louis..... 260 & 261
Terre Haute and Indianapolis—Indianapolis, Greencastle, Hamrick's and Terre Haute. 260 & 261
Toledo, Wabash and Western—Toledo, Fort Wayne, Wabash, Logansport, Lafayette, State Line, Springfield, Jacksonville, &c..... 204, 205 & 206
Union Pacific Railway—Chicago, Cedar Rapids, Boonsboro', Council Bluffs, Omaha, Silver Creek, Kearney, Plum Creek, Cottonwood Springs, Salt Lake City..... 238, 239 & 240
Vermont Central and Vermont and Canada—Rouse's Point, St. Albans, Burlington, Montpelier, Northfield, White River Junction and Windsor..... 152, 153 & 154
Western Union—Racine, Elkhorn, Clinton, Freeport, Warren, Galena, Dubuque, Savanna, Fulton, Port Byron and Rock Island..... 250 & 251

American (WALTHAM) Watches.

Proof of their Superiority.

PENNSYLVANIA RAILROAD COMPANY.

OFFICE OF THE GENERAL SUPERINTENDENT, ALTOONA, *December* 15, 1866.

GENTLEMEN: The watches manufactured by you have been in use on this railroad for several years by our enginemen, to whom we furnish watches as part of our equipment. There are now about THREE HUNDRED OF THEM carried over our line, and we consider them good and reliable time-keepers. Indeed, I have great satisfaction in saying, your watches give us less trouble, and have worn and do wear much longer without repair, than any watch we ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation; but, as a class, they never keep time as correctly, nor have they done as good service, as yours. In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years.

EDWARD D. WILLIAMS, General Superintendent.

AMERICAN WATCH COMPANY, WALTHAM.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WESTERN DIVISION, ROCHESTER, *December* 24, 1864.

GENTLEMEN: I have no hesitation in saying that I believe the great majority of locomotive engineers have found, by experience, that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine; and as I have never known one to wear out, they must be durable. I hope to see the time when railway companies generally will adopt your watches, and furnish them to engineers and conductors. In my opinion, it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer, Brotherhood of Locomotive Engineers.

AMERICAN WATCH COMPANY, WALTHAM.

For Sale by all respectable Dealers.

For facts or other information, address

ROBBINS & APPLETON, *General Agents,*

182 Broadway, New York.

☞ To prevent imposition, purchasers should invariably demand a certificate of genuineness.

New York and Philadelphia Ornamental Iron Works.

FOUNTAINS, VASES, &c.

SUMMER HOUSES, ARBORS, CHAIRS, SETTEES, &c.

WIRE TRELLISES and ARCHES, for Vines, Flowers, &c.

IRON FURNITURE,

BEDSTEADS, of every description, for Dwellings, Public Institutions, Hospitals, Prisons, &c.

PATENT SPRING BEDS, MATTRESSES, &c.

Stable Fixtures, Hay Racks, Mangers, Stall Divisions, &c.

IRON RAILING,

For enclosing Cemetery Plots, Offices, Dwellings, Public Squares, &c.

Having purchased the business of the New York Wire Railing Company, HUTCHINSON & WICKERSHAM late Agents, we are now the exclusive Owners and Manufacturers of

Patent Wire Railing and Farm Fencing, Window Guards, &c.

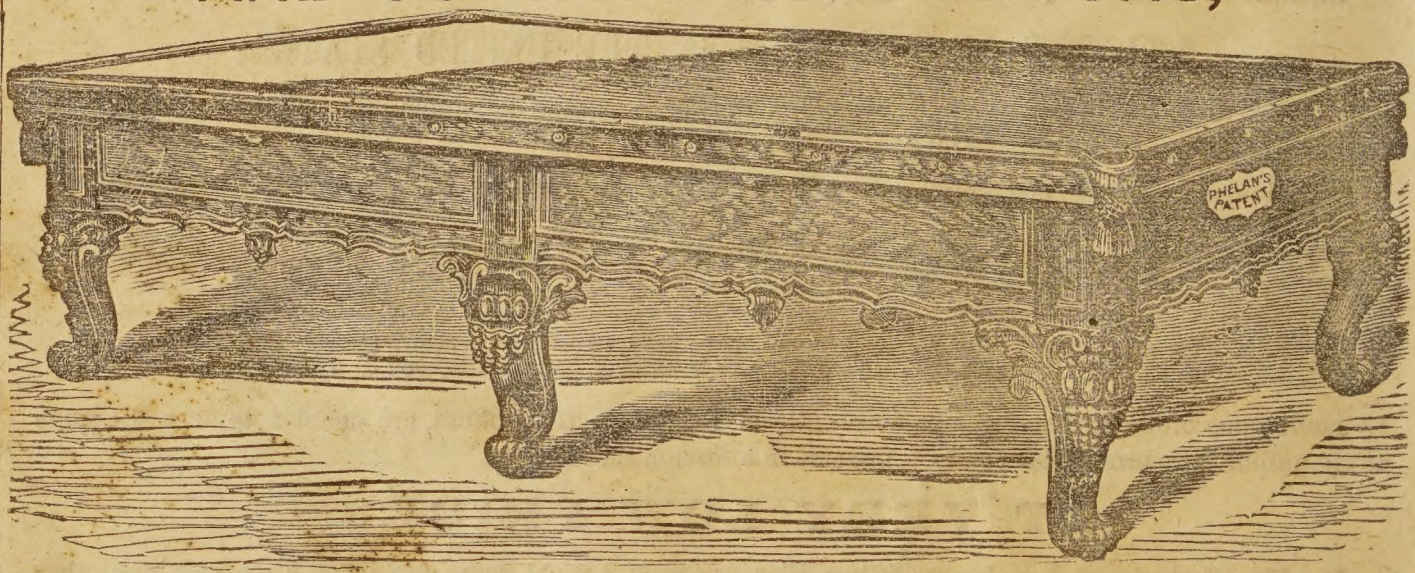
And we offer to the public the largest variety of ORNAMENTAL IRON GOODS to be found in the United States. Particular attention given to Export trade.

CHASE & CO.,

Warerooms 524 Broadway,

(Opposite St. Nicholas Hotel.) NEW YORK.

THE STANDARD
AMERICAN BILLIARD TABLES
AND COMBINATION CUSHIONS,



Adopted by the American Billiard Congress as the best and only reliable tables. BALLS, CUES, and every thing relating to Billiards, for sale by

PHELAN & COLLENDER,

Warerooms, 738 Broadway, New York.

ESTABLISHED 1853.

THE KNICKERBOCKER MUTUAL LIFE INS. CO.

OF NEW YORK.

ERASTUS LYMAN, President. **Principal Office, 161 Broadway.**

ASSETS, over $4,000,000.

Annual Income (1867), $2,050,000. Losses Paid nearly $1,000,000. Total Amount at Risk, over $50,000,000.

HON. ELIZUR WRIGHT, Actuary, Late Ins. Comm'r of Mass.; GEO. F. SNIFFEN, Secretary; EDW. W. DERBY, M. D., JULIUS I. BURIAN, M. D., and SEIDEL DE MACKIEWICZ, M. D., Medical Examiners; H. LASSING, Sup't of Agencies, B. MOELLER, Assistant do., for the Home District, comprising New York, New Jersey, Connecticut, and Rhode Island.

REASONS FOR LIFE INSURANCE.

One of the most important objects a man can have in this world is, to make sure his family will be provided for when he is taken away.

You effect this the moment you take a Policy on your life in favor of your family—whether death is caused by an accident of any kind, epidemic, lightning, natural or sudden death.

Some one must take the risk of your life—it is better you should transfer it to a Company, than to ask your family to take the risk.

Your health may permit you to insure now; but, if you delay, disease or an accident may prevent your obtaining a Policy hereafter.

It is the easiest and only way by which at once to make a sure provision for your family, and relieve you from anxiety as to how they should be provided for in case of your death.

The peace of mind resulting from the performance of this duty will repay you a hundred-fold.

It is a wise use of money. If you live long it will be a good investment; if you die soon, your family will receive the amount back increased a hundred-fold.

There is no CERTAINTY of leaving a PATRIMONY for *your Family* in any other way than by a *Life Assurance*. Riches often "fly away," but a Life Insurance Policy (if from a reliable Company) is a certain patrimony, when MOST NEEDED.

In times of Commercial or National Embarrassment, when other resources become limited, or entirely fail, a *Policy of Life Insurance*, in a well-established, responsible Company, *is the only Family Safeguard* which will neither depreciate nor disappoint.

Creditors may secure doubtful debts, by insuring the lives of their debtors, and owners of property subject to mortgage should, in all cases, provide for the payment of the indebtedness, by a Life Policy, and thereby possibly save their property from ruinous sacrifices, and secure to their families a permanent and comfortable home.

"A POLICY OF LIFE ASSURANCE IS THE CHEAPEST AND SAFEST mode of making a CERTAIN PROVISION FOR ONE'S FAMILY. Many a widow and orphan have had great reason to be grateful that the advantage of LIFE ASSURANCE was understood and embraced by the husband and father."—*Benjamin Franklin*, 1769.

"A POLICY OF LIFE ASSURANCE is always AN EVIDENCE OF PRUDENT FORETHOUGHT; no man with dependent family is FREE FROM REPROACH if not insured."—*Lord Lyndhurst, late Lord Chancellor of England.*

Every desirable form of Policy issued for any Amount from $1,000 to $25,000 on a single life.

New and Original Features introduced by this Company in 1866.

No restrictions in Policies as to Travel or Residence in any part of the Civilized Settlements of the United States.

Free Permits to Europe.

No Extra Charge for Army and Navy Officers.

No Extra Charge for Captains and Officers of first-class Steamships and Sailing Vessels voyaging to and from Ports of the United States and Europe.

No Extra Charge for Railroad Conductors, etc.

☞ The subscriber will give prompt attention to all matters pertaining to his Agency Department.

All persons desiring information as to Dividends on existing Policies, additional insurance, the practical working and results of all the different forms of Policies of Life Insurance, Endowment, &c., will be attended to by calling in person or addressing me by mail.

Persons already insured to the full amount ($25,000), in the KNICKERBOCKER, or in other Companies, and desiring additional insurance, will receive all necessary information, and can effect their insurance through me in any first-class Company upon the most favorable terms.

Good Solicitors, General Agents, and Brokers liberally dealt with.

H. LASSING, Sup't of Agencies,

Rear Office, No. 161 Broadway.

TO PRINTERS.

The subscribers manufacture **Type Revolving** Double and Single Cylinder Printing Machines;

Bed and Platten Power Presses,

FOR

NEWSPAPER, BOOK, JOB & CARD PRINTING.

They would call attention of Publishers of Newspapers to their New

Railway Newspaper-Press,

Which is especially designed to supply Newspapers of moderate circulation with a plain but serviceable Printing Machine, and one capable of doing also Job Work of every description. It can be run easily by one man at a speed of 800 impressions per hour, and by steam will give 1,000 or 1,200 per hour without noise or jar.

The press occupies a space of 5½ x 10 feet, and can be worked in a room 7 feet high. Weight, boxed, 5,600 lbs. Their

SINGLE

Large Cylinder Hand Printing Machine,

OR COUNTRY PRESS,

Is also a convenient and durable Printing Machine, capable of doing the entire work of an out-of-town office.

It is designed to run by hand at a speed of 800 per hour.

Each Machine is warranted, and will not fail to give entire satisfaction.

We manufacture almost *Every Article Required for Letter-press, Lithographic, or Copper-Plate Printing, Book-Binding, Electrotyping,* and *Stereotyping,* and furnish outfits complete for each.

We would call attention to our Patent **Sectional Stereotype Blocks, Mechanical Quoins, PATENT LINED GALLEYS, New Compositors' Stands, Cabinets** of new designs and of all sizes, **Standing Galleys, Patent Pocket Bodkins, Printers' Knives, &c., &c.**

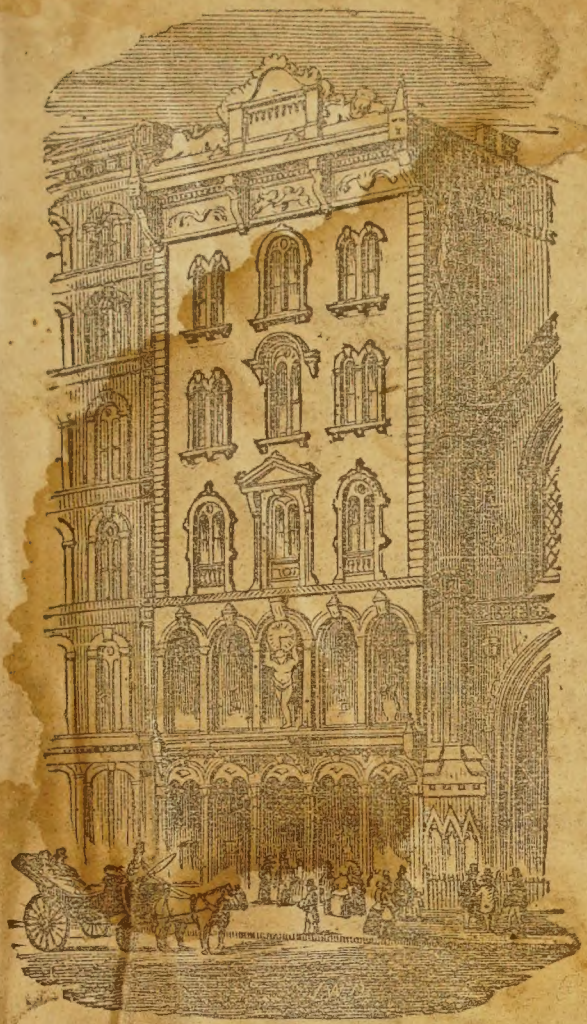
Blanketing and Type of our own importation, and made expressly for our Newspaper and Cylinder Printing Machines.

ESTIMATES IN DETAIL FURNISHED.

A new CATALOGUE, containing cuts and descriptions of many new Machines, not before shown in their book, with directions for putting up, working, &c., and other useful information, is just completed, and can be had on application.

R. HOE & CO.,

New York, and Boston, Mass.



TIFFANY & CO.,

(LATE TIFFANY, YOUNG & ELLIS,)

IMPORTERS AND MANUFACTURERS,

No. 550 Broadway, New York,

AND

Rue Richelieu, No. 79, Paris,

In calling attention to their stock, beg to present to the notice of their friends and the public the following facts: That their importations and manufactures in Gold and Silver comprise a more extensive variety than any other house in the same line—that their foreign connections, of which their Paris house is the focal centre, gives them extraordinary facilities for the selection of their general stock, and the execution of special orders—that it is their *determination*, as it is their *interest*, to make reasonable charges as prominent a feature of their establishment as the beauty and variety of their stock.

DIAMONDS, AND OTHER PRECIOUS STONES.

FINE JEWELRY.

C. FRODSHAM'S, COOPER'S, JULES JURGENSEN'S, & PATEK PHILIPPE & CO.'S

WATCHES.

Silver Ware, Plated Ware, Table Cutlery; Clocks, Bronzes,

ARTISTIC GAS FIXTURES,

DESKS, DRESSING-CASES, WORK-BOXES, JEWEL-BOXES, FANS, RICH PORCELAIN,

AND MANY OTHER ARTICLES OF ART AND LUXURY.

Every article is marked in plain figures the Lowest Price at which it will be sold.

T. & Co. cordially extend to strangers, as well as the resident public, an invitation to inspect their stock, assuring them that a call will incur not the least obligation to purchase.

MORRIS, WHEELER & CO.,

1608 MARKET STREET, PHILADELPHIA.

Office in New York, 24 Cliff Street.

WORKS AT POTTSTOWN, Penn.

MANUFACTURERS OF

CUT NAILS,

BOILER PLATE, AND TANK IRON.

AGENTS FOR THE CELEBRATED

"Black Diamond" Cast and Spring Steel.

IRON AND STEEL,

OF EVERY DESCRIPTION, ON HAND OR MADE TO ORDER.

FROG STEEL.

BAR, BAND, HOOP, HORSE-SHOE, AND SHEET IRON,

HORSE SHOES, SPIKES, AND RIVETS.

LIGHT RAIL on hand, of all sizes.

Bridge Iron,

Of Superior Quality, made to Order.

THE

HOWARD FOUNDRY AND MACHINE WORKS,

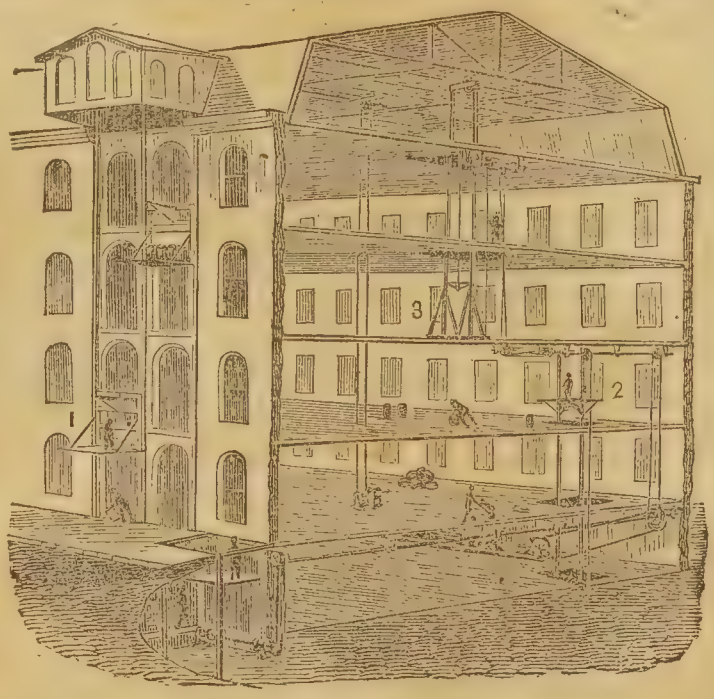
17 South 18th Street, Philadelphia, Pa.,

ESTABLISHED 1830,

Have been and are still making the following Machinery:

Patent Hoisting Machines,

Hand and Power Elevators, and Hydraulic Lifts to suit any location or weight, for Basement inside or out, in Hotels, Store-Houses, Manufactories, with Safety-attachments, Stop-motion, and Self-closing doors. Many years' experience enables us to furnish an efficient and durable Elevator, at short notice. Inquirers for Prices, &c., will give size of hatchway, location and speed of shafting, height of each story from floor to floor, and, if possible, a plan and elevation, and weight to be lifted.



HOISTING MACHINE.

Machinists' Tools,

Lathes, Boring, Drilling, Screw and Cog-cutting, Planing, Slotting, Paring and Punching, heavy, and of the best material and work.

Shafting,

Couplings, Adjustable, and Plain Hangers, Pillow and Post Bearings, Pulleys and Gearing.

Engines,

Portable and Stationary, Boilers, Tanks, and Plate-iron work.

Grinding Machines,

for Shearing Machine Blades, Paper and Leather Knives, Rolls, Cylinders, and Cards.

Cutting and Perforating Machines

for Paper, Cloth, or Metals, Calenders, Embossing Rolls and Presses, and other Paper Machinery.

Patent Forming and Drawing Machines,

for Textile Materials or Metals used to make *Hats* and Bonnets, Kettles, Pans, Cartridge Cases, &c.

Improved Cotton and Wool Finishing Machines,

for Shearing, Brushing, Naping, Rolling, Pressing, Measuring, and Testing. These Machines are from New Patterns, with wood or iron frames, built of the best material, and in the best manner. Some of the Shears are arranged to finish both sides of goods at one operation. For prints with 2 to 10 set of shears. The Machine for Shearing and Rolling Carpets, or other goods, *hard* to secure, finish and length, is a Superior Machine.

Patent Roller Temples, extending across or holding selvage.

Ball Winding Machines.

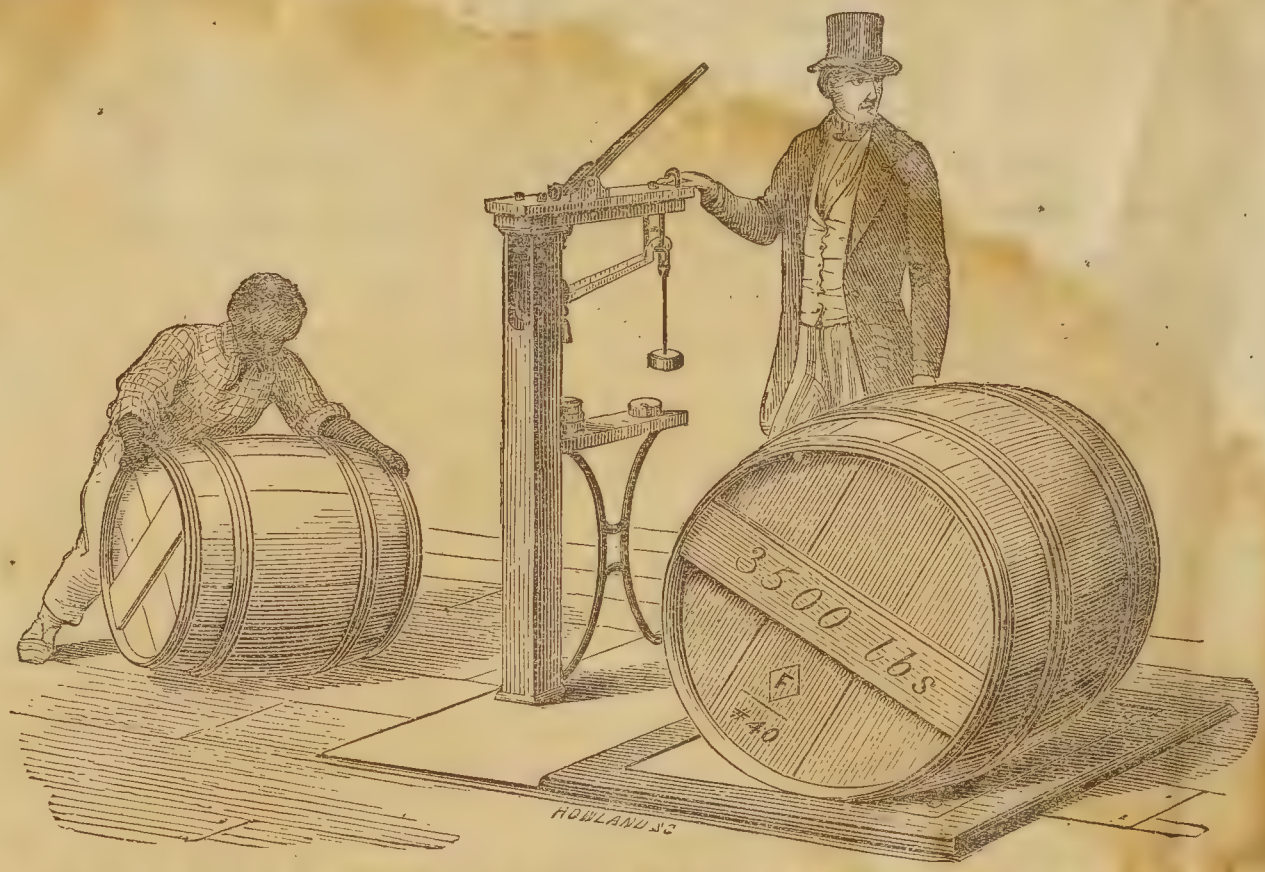
Presses,

Hydraulic, Screw, Plate, and Lithographic, Power or Hand Presses.

We build new machinery to order, design and construct for special purposes. Our facilities, buildings, and tools, enable us to finish well and promptly heavy and light work. For particulars or prices address

GEORGE C. HOWARD,

17 South 18th Street, Philadelphia, Pa., U. S.



BUFFALO SCALE WORKS COMPANY,

MANUFACTURERS OF

UNITED STATES STANDARD SCALES,

AS FOLLOWS:

Railroad Track, Depot, Coal, Hay, Stock, Dormant, Hopper, Warehouse,

PLATFORM AND COUNTER SCALES,

OF EVERY DESCRIPTION.

During the years 1867 and 1868 these scales were exhibited at six State Fairs, and at *five* of them were awarded **FIRST PREMIUMS** over all other scales exhibited in competition. Below will be found a newspaper extract in reference to the test at the New York State Fair of 1867:

(Buffalo *Commercial Advertiser*, October 7, 1867.)

"The Buffalo Scale Works Co. took the 1st premium at the Fair on their Dormant, Platform, and Counter Scales, and the Bronze Medal for the best Hay Scales. On Hay Scales there was close competition with the Sampson Scale, which for several years has taken first premiums over Fairbanks & Howe. The test was a very severe one. With four tons of weights on the platform the Buffalo Scale indicated four tons precisely, while on the first trial of the Sampson Scale it showed an inaccuracy of 6½ pounds, and on the second trial the next day an inaccuracy of 2¾ pounds. In sensitiveness, likewise, the Buffalo Scale excelled the other, as two ounces Troy on the platform carried up the beam, and four ounces held it up. This result may be considered a triumph for Buffalo mechanics."

In finish, accuracy, and durability, these scales are warranted at least equal to those of any other manufacture. Liberal terms to the trade. Address—

Buffalo Scale Works Co., Buffalo, N. Y.

J. R. LINEN, Secretary. JOHN WEEKS, Superintendent.

Important to Housekeepers Studying Economy.

DAVID'S

PRIZE SOAP

IS NO HUMBUG

WONDERFUL DISCOVERY

As are many of the Washing Compounds of the day, offered for sale by unprincipled persons, who know nothing about the manufacture of Soap, but take some chemist's recipe, and form a compound of strong lyes or weak acids, which, while they make the work lighter, also destroy both skin and garments. Common sense will teach a person that any Soap or other Washing Compound, which will do the work so remarkably quick must be remarkably strong, and will in a short time rot the clothes and make the hands sore. Thus, it is false economy to buy a labor-saving Washing Compound, be it Soap, Fluid, Crystals, or Powder. The Manufacturer of

DAVID'S PRIZE SOAP

Has had an experience of forty years in the manufacture of Laundry Soap, and he now offers this Soap as the cheapest and best that can be made for Family Use.

Its popularity since its introduction is unprecedented, and it is believed in time that it will supersede all other articles of similar character heretofore offered to the public.

Try it! You'll like it! Good Grocers Sell it!

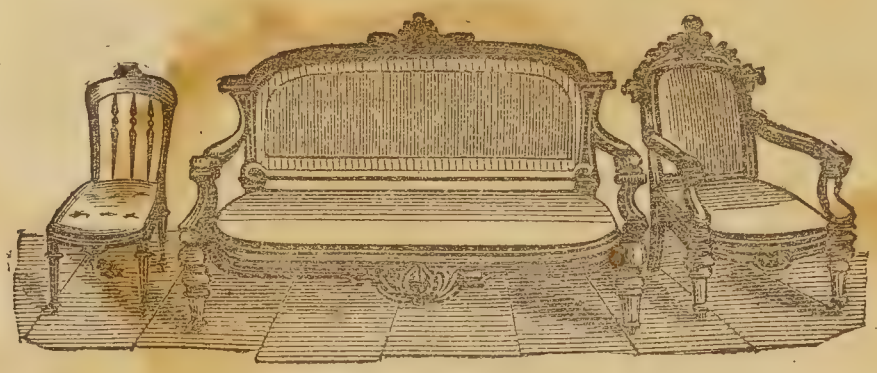
Manufactory, 195 Chrystie Street, New York.

J. F. C. PICKHARDT,

MANUFACTURER OF SOLID

FINE CABINET FURNITURE,

UPHOLSTERY &c.,



FIRST PREMIUM, AMERICAN INSTITUTE, N. Y., 1865, AWARDED TO

Pickhardt's Patent Extension Secretary and Sofa Bedsteads,

(Patented Feb. 21st, 1860, and May 8th, 1866.)

The most desirable and useful article now before the public.

Warerooms 167 BLEECKER ST., cor., of Sullivan,

FACTORY 203 & 205 SULLIVAN, NEW YORK.

ALL FURNITURE WARRANTED.

The Union Pacific Railroad Co.

OFFER A LIMITED AMOUNT OF THEIR

FIRST MORTGAGE BONDS AT PAR.

NINE HUNDRED and SIXTY MILES of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company have now in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12.800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $24,078,000 of this subsidy, being in full on the 940 miles that have been examined by the U. S. Commissioners.

GOVERNMENT AID—SECURITY OF THE BONDS.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency. Subscriptions will be received in New York

At the COMPANY'S OFFICE, No. 20 NASSAU ST.,

AND BY

JOHN J. CISCO & SON, BANKERS, No. 59 WALL STREET,

And by the Company's advertised agents throughout the United States.

Bonds sent free; but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED OCT. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices, or to any of the advertised agents.

DECEMBER 15, 1868.

JOHN J. CISCO, Treasurer, New York.

Railway Time-Tables and Advertisements,
PUBLISHED OFFICIALLY, SEMI-MONTHLY, ON THE 1st AND 15th OF EACH MONTH.

APPLETONS'
ILLUSTRATED RAILWAY
AND
Steam Navigation
GUIDE,

CONTAINING

THE TIME-TABLES OF THE RAILWAYS
OF
The United States and the Canadas.

ALSO,

ONE HUNDRED RAILWAY MAPS,

TOGETHER WITH

NTHLY ACCOUNT OF RAILWAYS AND THEIR PROGRESS
AND
ANECDOTES AND INCIDENTS OF TRAVEL, &c., &c.

COLLECTED, COMPILED, AND ARRANGED EXCLUSIVELY FOR THIS PUBLICATION,
BY G. F. THOMAS,
EDITOR AND GENERAL TRAVELING AGENT,
COMPILER OF MIDDLETON, WALLACE & CO.'S UNITED STATES RAILWAY MAP, AND E. MENDENHALL & CO.'S SECTIONAL AND RAILWAY MAP OF OHIO.

NEW YORK:
D. APPLETON & CO., 90, 92 & 94 GRAND STREET,
AND FOR SALE BY ALL PERIODICAL DEALERS, NEWS AGENTS, AND BOOKSELLERS; BY ALL THE BOYS UPON THE CARS, AND AT THE PRINCIPAL RAILWAY DEPOTS THROUGHOUT THE UNITED STATES AND THE CANADAS.

Entered according to Act of Congress, in the year 1869 by D. APPLETON & Co., in the Clerk's Office of the District Court of the United States for the Southern District of New York.

CONTENTS OF FEBRUARY NUMBER.

PAGE

I.—Instructions to Railway Travelers.—*See page* 30.

II.—Railways and their Progress:—Opening of the Albany & Susquehanna Railway; New York & Erie Railway; England to France by Rail; Railway Men of Chicago; Milwaukee & St. Paul Railway; A Deserving Railway Official; Illinois Central Railway; The American System of Checking Baggage; The Suez Canal; The East River Bridge—New York to Brooklyn; Pennsylvania Central and Philadelphia & Erie Railways; Our Great National Railway; What Railways do for Farmers, &c., &c., . . 50

III.—Anecdotes and Incidents of Travel:—Mother's Picture; Adventure with a Gorilla; The Painter's Secret—An Italian Tale; Artemus Ward's Education; A French Romance; A Strange Bedfellow; Colonel Corry O'Lanus on Boys and Girls; Troubled with Chicago Diphtheria; Mark Twain on the Accordeon; Carrying Hell-Fire in his Pocket; A Chinese Magistrate; A Queer Scene in Court; Symbolic Meaning of Colors; Early Thunder; Humor of an Afghan Chief; Scene in Court; Three Cheers for the New-Married Couple; Greatness of Mind; We Pass for What we Are; True Benificence; A Cautious Traveler; The Sheep and the Wolves; Looking Ahead, &c., . . 68

IV.—Index to upward of 8,000 Towns, Villages, and Cities in the United States, in connection with Railways, ... 307

V.—Official List of Names of the General Ticket Agents, and Officers connected with the Passenger Department of the Principal Railways, ... 45

VI.—Appletons' Railway Guide Counting-House Calendar, ... 29

VII.—A Large Map of the Railways of the United States and Canadas.

VIII.—A List of Prominent Hotels in the Principal Cities of the Union, ... 302

IX.—One Hundred Maps of the Principal Railways.

X.—New Time Tables, corrected to date.

THE ARCHER & PANCOAST MANUFACTURING CO.,

MANUFACTURERS OF

GAS FIXTURES,

COAL-OIL LAMPS,

Chandeliers, &c., &c.,

OF EVERY DESCRIPTION.

MANUFACTORY AND WAREROOMS:

9, 11 & 13 Mercer Street,

NEW YORK.

THE

WOOD AND MANN ST. ENGINE COMPANY,

UTICA, N. Y.,

MANUFACTURERS OF

STEAM ENGINES,

From 4 to 200 Horse-Power,

INCLUDING

THE CORLISS PATENT VARIABLE CUT-OFF ENGINE,

Plain Slide-Valve Stationary Engines,

PORTABLE ENGINES,

Boilers of all kinds, including Tubular, Return-Flue, Locomotive, &c.,

IMPROVED CIRCULAR SAW MILLS.

Their facilites for their manufacture are unsurpassed by any establishment in the country, and their work superior to any in the market, and furnished at the lowest prices for which machinery in any way equal can be obtained.

☞ *Circulars, with price-list, sent on application.*

Wood and Mann St. Engine Co.,
UTICA, N. Y.

WAREROOMS:

89 Liberty Street, New York,
201 & 203 So. Water St., Chicago, Ill.

TWENTY-THIRD ANNUAL REPORT
OF THE
NEW YORK LIFE INSURANCE COMPANY.

OFFICE, Nos. 112 & 114 BROADWAY.

JANUARY 1, 1868.

Amount of Net Cash Assets, January 1, 1867		$6,727,816 65
Amount of Premiums received during 1867	$3,104,051 34	
Amount of Interest received and accrued, including Premium on Gold, &c.	487,339 94—	3,591,391 28
		$10,319,207 93

DISBURSEMENTS.

Paid Losses by Death	$561,921 45	
Paid for Redemption of Dividends, Annuities, and surrendered and canceled Policies	485,851 36	
Paid Salaries, Printing, Office, and Law Expenses	98,032 55	
Paid Commissions and Agency Expenses	333,207 43	
Paid Advertising and Physicians' Fees	46,577 87	
Paid Taxes and Internal Revenue Stamps	19,291 26—	$1,544,881 92
		$8,774,326 01

ASSETS.

Cash on hand, in Bank and Trust Company	$575,236 54	
Invested in United States Stocks (Market value, $3,156,506 87)	2,978,907 49	
Invested in New York City Bank Stocks (Market value, $45,855)	41,549 00	
Invested in New York State Stocks (Market value, $836,050)	806,306 60	
Invested in other Stocks (Market value, $151,225)	149,337 01	
Loans on Demand, secured by U. S. and other Stocks (Market value, $311,497)	257,700 00	
Real-Estate (Market value, $700,125 66)	528,234 53	
Bonds and Mortgages (Secured by Real-Estate valued at $2,260,000)	1,072,899 00	
Premium Notes on Existing Policies, bearing Interest	1,556,887 47	
Quarterly and semi-annual Premiums due subsequent to Jan. 1, 1868	346,285 81	
Interest accrued to Jan. 1, 1868	52,402 83	
Rents accrued to Jan. 1, 1868	2,401 96	
Premiums on Policies in hands of Agents and in course of transmission	406,326 77—	$8,774,326 01
Add excess of market value of securities over cost		385,427 90
		$9,159,753 91

Balance Sheet of the Company, Jan. 1, 1868.

Assets as per annexed Statement		**$9,159,753 91**
Disposed as follows:		
Amount of Adjusted Losses, due subsequent to Jan. 1, 1868	$134,800 00	
Amount of Reported Losses awaiting Proofs, &c	38,214 32	
Amount reserved for Re-insurance on existing Policies (valuations, 4 per cent. interest, net premium)	6,283,635 00	
Return Premiums declared prior to 1866, payable on demand	72,572 51	
Return Premiums, 1866, now to be paid	422,638 00	
Return Premiums, 1867 (present value)	565,468 00—	7,517,328 32
Divisible Surplus		**$1,642,425 59**

During the year, 6,597 Policies have been issued, insuring $22,541,940 00

The Board of Trustees have directed the redemption of the dividends declared in 1866. Scrip Certificates for same will be redeemed in cash on and after the first Monday in March, on presentation at the Home Office. Policies subject to notes will be credited with the redemption on the settlement of next annual premium. From the undivided fund as above of $1,642,425 59, the Trustees have also declared a cash dividend to each participating policy proportioned to its "contribution to surplus," which will be available in settlement of the next annual premium.

By order of the Board, **WILLIAM H. BEERS, Actuary.**

☞ The Assets of the Company have increased over **Six Million Dollars** during the past four years. This has been attained, notwithstanding that nearly **Two Million Dollars** for Losses, and over **One Million Dollars** for Dividends, have been actually paid out during that period.

MORRIS FRANKLIN, Pres. I. C. KENDALL, Vice-Pres. W. H. BEERS, Actuary.

APPLETONS' OFFICIAL ILLUSTRATED RAILWAY GUIDE.

Counting-House Calendar for 1869.

1869.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Jan.....	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	..	..	..	..	..	..
Feb.....	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	..	..	..	..	..	..
March...	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	..	..	..
April....	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	..
May.....	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	..	..	..	..	..
June....	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	..	..	..

1869.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
July.....	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
	..	..	..	..	..	..	..
Aug.....	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	..	..	..	..
Sept.....	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	..	..
Oct.....	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	..	..	..	..	..	..
Nov.....	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	..	..	..	..
Dec.....	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	..

IMPORTANT RULES FOR RAILWAY TRAVELERS.

1st. *Purchase* a copy of APPLETONS RAILWAY GUIDE, and select your route previous to commencing your journey.

2d. *Purchase* your TICKET previous to entering the cars, and by so doing save yourself trouble and an extra dime.

3d. *Check* your BAGGAGE previous to entering the cars, thus saving much anxiety and vexation.

4th. *Have* a regard for the rights of your fellow-travelers, thereby teaching them, by example, to respect yours.

5th. *The Fact* of any article being deposited in a seat is *prima facie* evidence of the seat having been taken.

6th. *Railway Checks* are good only for the train for which they are issued. Passengers, therefore, can not lay over for the next train without making arrangements with the Conductor.

PEEKSKILL MANUFACTURING CO.,

PEEKSKILL, N. Y.,

MANUFACTURERS OF

Brick Machines and Fixtures, Clay Tempering-Wheels,

Turbine Water-Wheels, Sugar-Cane Mills,

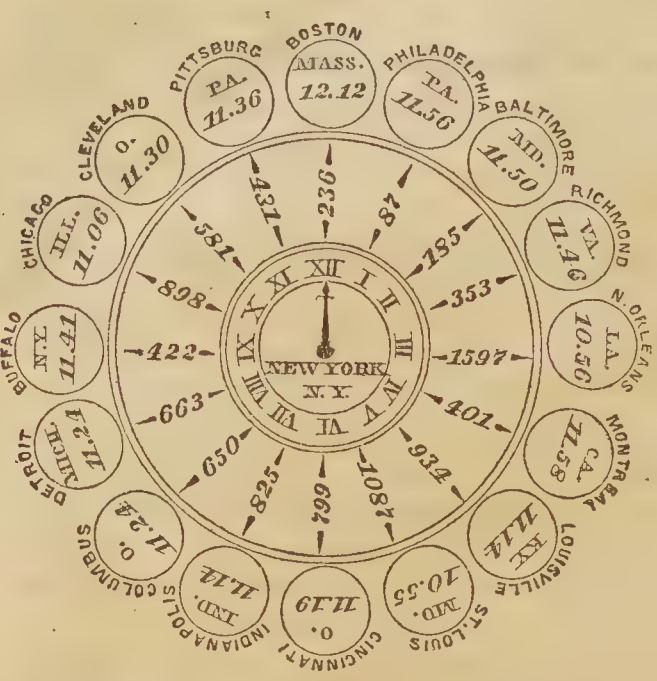
Portable Forges, Railroad and Contractors' Cars,

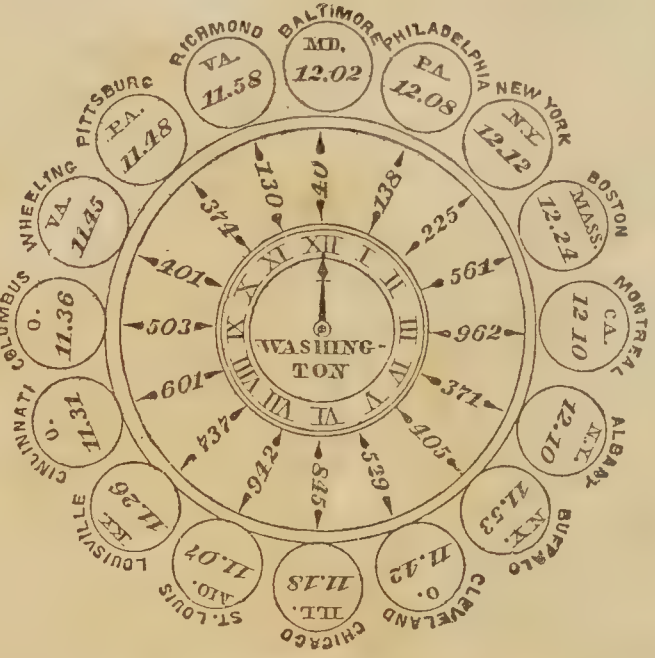
COTTON AND HAY PRESSES, &c., &c.

CASTINGS AND MACHINERY OF ALL KINDS.

CIRCULARS furnished on application.

INSTRUCTIONS TO RAILWAY TRAVELERS.





THE ABOVE TIME AND DISTANCE INDICATORS represent the time and distance from NEW YORK and WASHINGTON, D. C., to the various cities throughout the United States. The figures on the line represent the distances; those in the rings, the difference in time. A moment's attention to the above Indicators will enable almost any person to comprehend them.

RAILWAY TIME-TABLES.

Travelers will observe in all cases that the column of figures of the *Time-Table* directly opposite their left hand reads *down*, from top to bottom; while the figures directly opposite their right hand reads *up*, from the bottom to the top. See Illinois Central Railway, page 263: Chicago to Cairo—*read down;* Cairo to Chicago—*read up;* the Time-Table corresponding with the Map on page 262.

ABBREVIATIONS USED IN TIME-TABLES :—*Acc.*, Accommodation Train; *Exp.*, Express Train; *Pass.*, Passenger Train; *Emig.*, Emigrant Train; *Mxd.*, Mixed, or Freight and Passenger Train.

There are Stations where Express Trains do not stop; and Travelers will observe, by consulting the various Time-Tables in the GUIDE, that there are no figures opposite those Stations. There is *no deviation* from these rules; and after the Traveler becomes acquainted with one Time-Table, he becomes acquainted with all.

THE FIGURES UPON THE LARGE MAP.

These figures represent the names of Railways *in actual operation;* as per example: see number 243 on Map; by referring to the Railway Index, the Traveler will notice that the number represents the Illinois Central Railway, opposite to which he will find the page in the GUIDE where the Time-Table may be found.

☞ **For Index to Railways represented by Maps, see pages 1 & 2.**

IMPORTANT TO TRAVELERS AND OTHERS.

$58,000 FOR $4.75.

FOURTEEN OF THE PASSENGERS KILLED IN THE

Railway Accidents at Angola and Port Jervis,

Had insured themselves against such calamities by procuring

TICKETS OF INSURANCE AGAINST ACCIDENTS,

ISSUED BY THE

RAILWAY PASSENGERS ASSURANCE CO.,

OF HARTFORD, CONN.,

At the small cost of Four Dollars and Seventy-five Cents,

Which secured to their families the sum of

$58,000!

The claims upon Tickets in the Angola accident, amounting to $25,000, have been paid; the others will be promptly adjusted and paid by the Company, which is the only one in the United States devoted to this branch of Accident Insurance.

It has a capital of over **Three Hundred Thousand Dollars,** safely invested in Government, State, Municipal, and other securities.

It has $100,000 deposited with the Treasurer of Connecticut, as additional security to its ticket-holders.

Its tickets are dated when issued, to commence at any required hour, and sold at nearly every ticket-office in the country.

It is liberal in its policy, and prompt in its settlement of claims. The total and partial losses upon its tickets already amount to nearly $100,000.

JAMES G. BATTERSON, President. GEORGE B. WRIGHT, Vice-President.
HENRY T. SPERRY, Secretary.
JUSTIN SNOW, General Ticket Agent. C. D. PALMER, General Agent.

BUY INSURANCE TICKETS WHEN YOU TRAVEL.

GODDARD'S BURRING MACHINE WORKS,

Second Ave., cor. 22d Street. Office, No. 3 Bowling Green, N. Y.

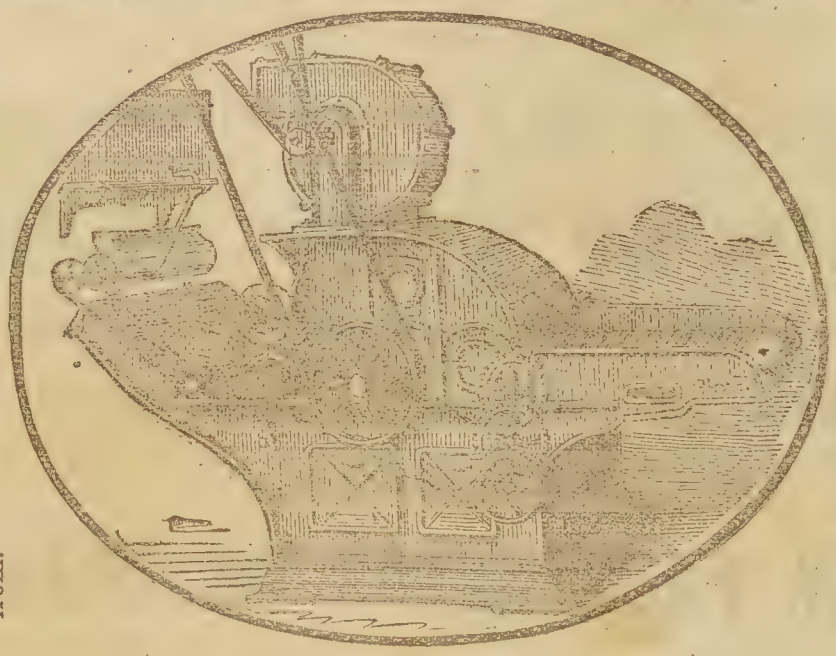
MANUFACTURE THE

PATENT MESTIZO WOOL BURRING PICKERS,

For Opening, Picking, Dusting, and Burring **MESTIZO**, and all other Medium to Fine **Foreign** and **Domestic Wools.**

PATENT WORSTED WOOL BURRING PICKERS, for Opening, Picking, Dusting, and Burring Worsted, Carpet, Delaine, and other course Foreign and Domestic Wools.

OILERS, to attach to Pickers, for Oiling or Watering, in the form of spray, the wool issuing therefrom.



Patent Steel Ring and Solid Packing

Burring Machines

Fine **STEEL RING BURRING MACHINES**;
STEEL RING FEED ROLLS;
SHAKE WILLOWS;
WOOL AND WASTE DUSTERS;
PATENT GESSNER GIGS, &c.

☞ *Prompt attention given to all orders and inquiries.*

C. L. GODDARD, No. 3 Bowling Green, New York.

BROOK'S PRIZE MEDAL SPOOL COTTON.

BEST SIX-CORD SOFT-FINISHED WHITE, 200 YDS., Nos. 8 to 150,

In cases of 100 doz., assorted, or packages of 10 doz., solid.

ALSO, 500 YDS., solid, in cases of 100 doz., or packages of 10 doz. **Nos. 20 to 150.**

ALSO,

The Celebrated Patent Glace-Finished, 200 Yards.

White, Nos. 8 to 150,
Assorted in cases, or solid in 10 doz. packages.

Black, 200 Yards, Nos. 8 to 120,
In cases or packages as above.

Black, 500 Yards, Nos. 20 to 90,
Solid, in 100 doz. cases or 10 doz. packages.

Colored, 200 Yards, Nos. 24 to 60,
In 100 doz. cases, assorted numbers and colors, and in 10 doz. packages, solid.

RETAILED AND JOBBED AT THE

Singer Manufg. Co.'s Depot, No. 458 Broadway, cor. Grand St., N. Y.

AND CONSTANTLY FOR SALE IN ORIGINAL CASES BY

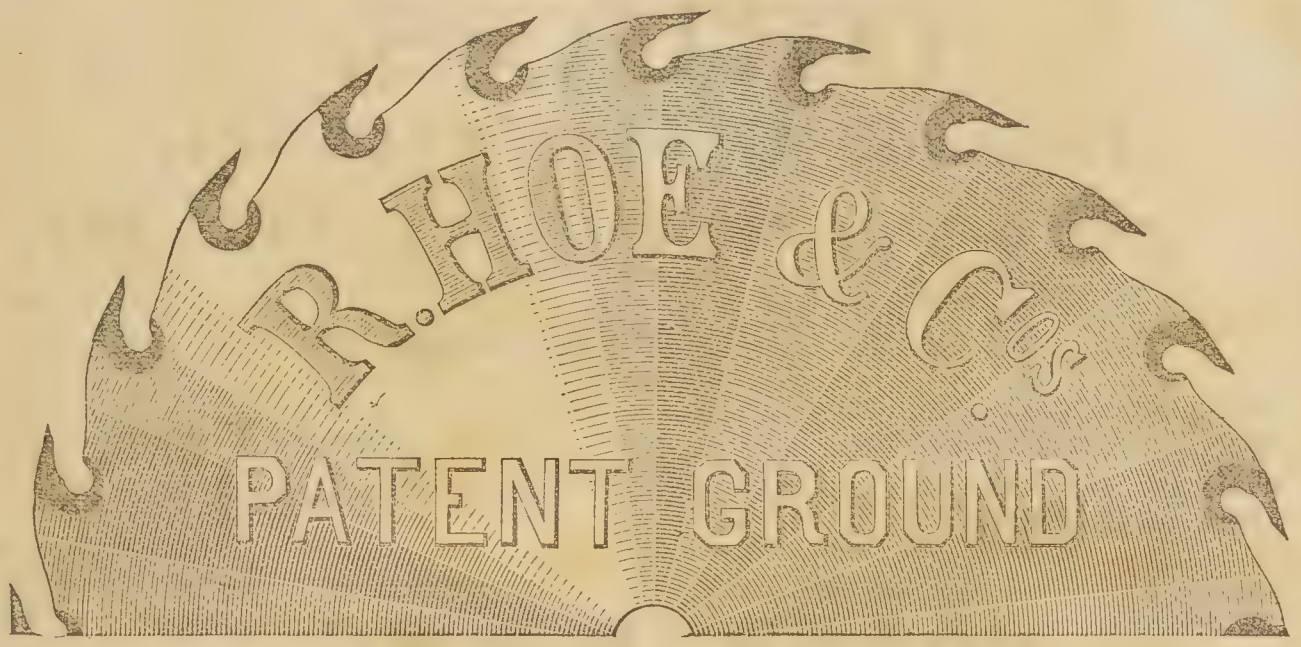
WM. HENRY SMITH & CO., Sole Agents,
No. 61 Leonard Street, New York.

R. HOE & CO.,

MANUFACTURERS OF WARRANTED

EXTRA CAST STEEL SAWS

OF EVERY DESCRIPTION.



Circular Saws with Movable or Inserted Teeth.

The accompanying engraving represents a new and improved Circular Saw with inserted teeth, manufactured by us, and constructed on a plan in which is combined a mechanical arrangement embracing all the requirements of inserted teeth without an objectionable feature.

The teeth are grooved all around and comprise considerably more than half a circle; consequently, when they are turned into the sockets they become as firmly fixed as if they were a part of the plate itself. These saws can be run at any speed desired, and there is no possibility of the teeth being thrown out of their sockets from any cause. There are no rivets required. In these and other respects they have an advantage over all other inserted-tooth saws manufactured.

☞ Circular and price-lists will be sent on application.

Solid Tooth Circular Saws, Mill Saws, Gang Saws, Drag Saws, Pit Saws, Extra Cross-Cut Saws, Billet Webs, Eagle Cross-Cut Saws, W. G. Tuttle Patent Cross-Cut Saws, J. H. Tuttle Patent Double Hook Tooth Cross-Cut Saws, Saw Mandrels of Cast Steel or Wrought Iron, and with Improved Boxes, Gumming Machines, &c., &c.

Liberal Discounts to Dealers. Price-Lists Sent on Application.

R. HOE & CO., 31 Gold Street, New York.

W. H. Schieffelin & Co.,

SUCCESSORS TO

SCHIEFFELIN BROTHERS & CO.,

Importers and Jobbers of

DRUGS,

INDIGO, CORKS, SPONGES,

FANCY GOODS, PERFUMERY, ETC., ETC.,

170 & 172 William Street,

JOSEPH H. WESTERFIELD.
WILLIAM A. GELLATLY.
WILLIAM H. SCHIEFFELIN.
WILLIAM N. CLARK, JR.

NEW YORK.

COLGATE & CO.,

Nos. 53 and 55 John Street, New York,

MANUFACTURERS OF

Finest Toilet and Laundry Soaps,

AND DEALERS IN

STARCH, CANDLES, &c.

The Atlantic White Lead & Linseed Oil Co.

OF NEW YORK,

Manufacturers of PURE WHITE LEAD,

Dry and in Oil,

Red Lead, Litharge, Glass-makers' Red Lead, &c.

Also, LINSEED OIL, Raw, Boiled, and Refined.

For Sale by Druggists and Dealers generally, and by

ROBERT COLGATE & CO., Gen. Agts., 287 Pearl St., N.Y.

INDEX TO RAILWAYS AND THEIR TERMINAL STATIONS.

The Traveler will observe, by referring to the Time-Tables in the GUIDE, that the column of figures opposite their left hand are always to be read *downward*, while those opposite their right hand are to be read *upward*.

THE FIGURES UPON THE LARGE MAP.—The Traveler will bear in mind that the figures upon the large Map, in front of the GUIDE, are intended to represent the names of railways, duplicate numbers of which will be found below; by referring to which the traveler will also find the number of the page in the GUIDE where the Time-Table of the Railway will be found.—*See Explanation on Map.*

☞ FOR FULL INSTRUCTIONS TO TRAVELERS, see page 30.

NO.		PAGE
1	Abbeville Branch, S. C.	296
2	Abington & Bridgewater Branch	185
	Adirondack Company's Railway	110
	Adrian to Jackson, Mich	223
3	Agricultural Branch of Bost. & Worcester	172
4	Agricultural, N. J.	88
	Air Line Branch of Mich. Southern	223
5	Alabama & Florida	277
7	Alabama and Tennessee River	
9	Albany & Susquehanna	125
	Albany to Eagle Bridge and Rutland	147
	Albany to New York	85 & 105
	Albany to Springfield & Boston	171
	Albany to Utica, Syracuse & Buffalo	123
10	Alexandria, Loudoun & Hampshire	202
	Alexandria to Lynchburg, Va.	282
	Alexandria to Mt. Jackson, Va.	282
	Allegheny River	129
13	Allegheny Valley, Pa.	203
	Allentown (*Map*)	114—117
	Alton Bay to Dover, N. H.	191
12	Alton & Junction Branch	261
15	Americus Branch, Ga.	
16	Amesbury Branch	175
17	Amherst & Belchertown	173
20	Anderson Branch, S. C.	296
	Anamessic Route	109
21	Androscoggin	145
23	Annapolis & Elkridge Branch, Md.	201
24	Ashuelot, N. H.	194
	Atchison & Pike's Peak	
25	Athens Branch (Georgia)	287
	Athens Branch of N. Y. Central	
26	Atlanta to West Point	287
	Atlanta & Chattanooga, Tenn.	286
29	Atlantic & Gt. Western (*Map*)	130, 131, 132, 133
	Atlantic City to Philadelphia	135
	Atlantic & Gulf (*Map*)	288, 289
30	Atlantic & North Carolina	237
	Atlantic & Pacific	
	Attica & Batavia Branch	124
32	Auburn & Canandaigua Br. of N. Y. Central	124
	Auburn to Harrisburg, Pa.	135
34	Augusta & Savannah	286
35	Avon, Geneseo & Mt. Morris	203
36	Baltimore & Ohio (*Map*)	198—202
	Baltimore to Cumberl. & Wheeling, Va.	200, 201
	Baltimore to Harrisburg, Pa.	197
	Baltimore to Philadelphia	109
	Baltimore to Washington, D. C.	201
39	Bangor, Oldtown & Milford	183
40	Barclay Railway & Coal Co.	256
41	Baring & Lewey's Island	147
42	Batavia & Attica Branch, N. Y. Central	124
43	Bath Branch, Me.	181
	Beaufort to Goldsboro', N. C.	237
44	Beaver Meadow	140
	Belvidere, N.J., to Easton, Fleming. & Phila.	137
45	Bellefontaine, Terre Haute & St. Louis	214
47	Belleville Br. of St. Louis, Alton & T. H.	261
	Bellows Falls to Boston, Mass.	194
	Bellows Falls to Rutland & Burlington, Vt.	194
	Bellows Falls to Windsor, Vt.	154
49	Beloit & Madison, Wis.	226
50	Belvidere, Delaware & Flem. (*Map*)	136, 137
	Bennington & Rutland	147
	Binghamton to Syracuse, N. Y.	167
	Black River & Utica	167
52	Blairsville Branch of Pennsylvania	118
	Boston, Clinton & Fitchburg	145
54	Boston, Concord & Montreal (*Map*)	156, 157
	Boston & Albany (*Map*)	170, 171
55	Boston & Lowell and Woburn Branch	193
56	Boston & Maine (*Map*)	178, 179
	Boston & New York Express Line (*Map*)	92, 93
58	Boston & Providence	188
59	Boston & Worcester	172
60	Boston, Hartford & Erie	195
	Boston to Fitchburg, Mass.	192
	Boston to Hyannis, Mass.	147
	Boston to Lowell, Mass	193
	Boston to New Bedford	188
	Bost. to N. York, via Fall Riv. & Newport	184, 185
	Boston to Plymouth, Mass.	185
	Boston to Portland, Me.	175, 177 & 179
	Boston to Providence, Bristol and N. York	188
	Boston to Reading, Mass.	179
	Boston to Salem	175
62	Brattleboro' Branch	192
	Bridgeport to Pittsfield, Mass.	120
63	Bridgewater Branch	185
64	Bristol Branch, N. H.	191
	Bristol, R. I., to Providence, R. I.	195
66	Brockville & Ottawa	155
67	Brookline Branch, Mass.	172
	Brooklyn, Bath & Coney Island	110
68	Brooklyn Central & Jamaica	112
	Brooklyn to Greenport, L. I.	112
71	Buffalo and Erie	128
72	Buffalo & Lake Huron	162
	Buffalo & State Line	128
	Buffalo & Washington	167
73	Buffalo, Bayou Brazos & Colorado	
	Buffalo, Corning & New York	103
	Buffalo, Corry & Pittsburg	129
74	Buffalo Division of N. Y. & Erie	103
75	Buffalo, Niagara Falls & Lewiston	124
	Buffalo to Albany	122—124 & 85
	Buffalo to Boston	122—124, 170 & 171
	Buffalo to Chicago, Through Route	128
	Buffalo to Hornellsville, N. Y.	102
	Buffalo to Goderich, Can.	162
	Buffalo to Utica, Rochester, Syracuse,	122—124
79	Burlington & Missouri River	207
80	Burlington & Mt. Holly Branch	88
81	Burlington Branch, Vt.	154

NO.		PAGE
82	Cadiz Branch	218
83	Cairo & Fulton Railway of Missouri	
	Cairo to Wapella & Dunleith, Ill	254
85	Calais & Baring	147
86	Camden & Amboy (*see Map*)	86, 87
88	Camden & Atlantic	135
89	Camden Branch of S. Carolina	296
91	Canal, or N. H. & Northampton Railway	146
92	Canandaigua & Batavia Div. of N. Y. Cent.	124
93	Canandaigua Branch of Northern Central	197
	Canandaigua & Niagara Falls	124
95	Cape Cod, Mass	147
	Cape Cod Central	147
	Cape May & Millville	142
96	Carrollton & Oneida	287
	Catasauqua & Fogelsville	144
97	Catawissa (*see Map*)	138, 139
	Cayuga to Owego, N. Y	111
98	Cayuga & Susquehanna	111
99	Central of New Jersey (*see Map*)	114—117
100	Central Georgia	286
101	Central Ohio	201
	Central Pacific (*see Map*)	80, 81 & 241
	Central Branch of Union Pacific	241
	Centralia to Chicago, Ill	253
	Chambersburg to Harrisburg, Pa	135
103	Charles River Branch, Mass	195
104	Charleston & Savannah	296
	Charleston to Augusta	296
106	Charlotte & South Carolina	297
	Charlotte to Goldsboro', N. C	295
107	Chattanooga to Knoxville	283
108	Cheraw & Darlington, S. C	269
	Chesapeake & Ohio	282
109	Cheshire	194
110	Chester Valley	134
111	Chestnut Hill, Phila	88
112	Chicago, Alton & St. Louis (*see Map*)	234, 235
	Chicago & Great Eastern (*see Map*)	208—211
113	Chicago, Burlington & Quincy (*Map*)	228, 229
	Chicago, Cincinnati & Louisville	237
114	Chicago, Fulton & Iowa	227
115	Chicago, Iowa & Nebraska	227
116	Chicago & Milwaukee	226
117	Chicago & North-Western (*see Map*)	224—227
118	Chicago, Rock Island & Pacific (*Map*)	232, 233
	Chicago & Toledo	223
	Chicago, Prairie du Chien & St. Paul	244, 245
	Chicago to Buffalo (Through Route)	128
	Chicago to Aurora, Mendota, &c., Ill	229
	Chicago to Detroit	221
	Chicago to Dubuque	225, 226
	Chicago to Freeport, Ill	225, 226
	Chicago to Janesville & Fond du Lac, Wis.	226
	Chicago to Rockford, Watertown & Oshkosh	226
	Chicago to St. Paul	246
121	Chicopee Falls Branch, Mass	145
122	Cincinnati & Chicago Air-Line (*Map*)	208—211
	Cincinnati, Sandusky & Cleveland	217
123	Cincinnati, Richmond & Chicago	213
124	Cincin., Hamil. & Dayton (*see Map*)	212, 213
125	Cincinnati, Peru & Chicago	
126	Cincinnati & Zanesville	242
	Cincinnati, Xenia & Columbus	215
128	Cincinnati & Indianapolis Junction	216
	Cincinnati & Martinsville	265
	Cincinnati to Marietta	203
	Cincinnati to St. Louis, Mo	216
	Cincinnati to Toledo	213
	Cincinnati to Xenia & Columbus, Ohio	215
130	Cleveland, Columbus, Cin. & Indianapolis	214
	Cleveland, Crestline & Chicago Line	214
131	Cleveland, Painesville & Ashtabula	126 & 128
132	Cleveland & Dalton	283
	Cleveland & Indianapolis (*see Map*)	214
134	Cleveland & Pittsburg	219
135	Cleveland & Toledo (*see Map*)	126 & 128
136	Cleveland Branch of Atlantic & Gt. West'n	133
137	Cleveland, Zanesville & Cincinnati	242
	Cleveland to Millersburg, Ohio	242
	Cleveland to Rochester, Ohio	219
	Cleveland to Warren, Ohio	132
	Cleveland to Youngstown, Ohio	133
141	Coburg & Peterboro'	
	Collingwood, Can	155
143	Collinsville Br. of N. H. & Northampton	146
144	Columbus Br. of Mobile & Ohio	276
145	" " of Montgomery & W. Point	277
146	Columbia Branch of S. Carolina	296
147	Columbia Branch of Penn	118
	Columbus, Chicago & Ind. Cen. (*Map*)	208–211
149	Columbus & Opelika, Ala	277
150	Columbus & Xenia	215
	Columbus to Bellaire, Ohio	201
	Columbus to Macon, Ga	287
	Columbus to Piqua, Ohio	210
	Columbus to Wheeling, Va	201
152	Concord & Claremont, N. H	191
153	Concord & Portsmouth	191
154	Concord, Manchester & Lawrence	190
	Concord to Wells River, N. H	157
	Concord to West Lebanon, N. H	191
156	Connecticut & Passumpsic Rivers (*Map*)	168, 169
157	Connecticut River	145
158	Contoocook River, N. H	191
159	Corning & Blossburg and Tioga	139
	Corning to Avon & Rochester, N. Y	103
	Council Bluffs & St. Joseph	231
	Covington & Lexington	256
	Crestline to Chicago, Ill	219
	Crestline to Indianapolis	214
	Cumberland & Pennsylvania	129
161	Cumberland Valley, Pa	135
162	Danbury & Norwalk, Conn	120
163	Danvers & South Reading Branch	179
	Davenport to Iowa City	233
164	Dayton & Michigan (*see Map*)	212, 213
165	Dayton & Union	215
	Dayton & Western	215
	Dayton, Xenia & Belpre, Ohio	215
	Dayton to Toledo, Ohio	213
167	Decatur & Stevenson	
	Decatur to Dunleith, Ill	254
168	Dedham Branch	188
169	Delaware & Hudson	144
	Delaware Railway Line	109
171	Delaware, Lackawanna & Western	111
	Des Moines Valley	207
172	Detroit, Monroe & Toledo	223
174	Detroit & Milwaukee	249
	Detroit to Chicago, Ill	221
	Detroit to Lansing	216
175	Dorchester & Milton Branch	185
176	Dover & Winnipisseogee	191
	Dover, N. J., to Hackettstown & Newark	91
	Dover to Alton Bay, N. H	191

NO. PAGE

178 Doylestown Branch 143
179 Dubuque & Sioux City 255
180 Dubuque South-Western 255
181 Eastern, Mass. (*Map*) 174, 175
182 East Pennsylvania 144
Easton, Pa., to New York 117
East Tennessee & Georgia 283
184 East Tennessee & Virginia 283
185 Edgefield & Kentucky 269
186 Elgin & State Line and Wisconsin Central. 225
187 Elmira & Williamsport, Pa. 197
Elmira, Canandaigua & N. Falls ..... 124 & 197
189 Erie (*see Map*) ..... 98—103
190 Erie & Niagara .....
191 Erie & Pittsburg 129
192 Essex, Mass. 175
193 European & North American (*see Map*) 182, 183
194 Evansville & Crawfordsville 213
Evansville, Henderson & Nashville 269
196 Fair Haven Branch, Mass. 191
Fall River to New York 185
197 Fitchburg, Mass. 192
Fitchburg to Bellows Falls 194
Fitchburg to Boston, Mass. 192
Fitchburg to Greenfield 192
199 Fitchburg & Worcester 192
200 Flemington Branch 137
Flint & Holly 249
201 Flint & Pere Marquette 249
202 Florida, Atlantic & Gulf Central 269
203 Florida Railway 294
204 Flushing, Long Island 111
Fond du Lac, Wis., to Chicago, Ill. 226
206 Franklin Branch of Atlantic & Gt. Western 133
207 Frederick Branch of Baltimore & Ohio 200
Freehold & Jamesburg Agricultural 88
Freeport to Racine 251
210 Galena & Chicago Union ..... 224—227
211 Galesburg, Peoria & Lewiston 229
Galveston, Houston & Henderson 297
Gettysburg, Pa. 237
212 Georgia 287
213 Gloucester Branch of Eastern 175
214 Grand Trunk (*see Map.*) ..... 158—163
" " Buffalo & Detroit Division .. 162
" " Portland Division 160
" " Montreal & Toronto Division 161
" " Quebec Division 160
" " Riviere du Loup Branch 163
" " Toronto & Detroit Division .. 161
218 Great Central Railway Line (*Map*) .... 208—211
219 Great Falls & Conway 189
Great Southern Mail Line (*Map*) 280, 281
220 Great Western, Canada (*see Map*) 164-166
221 Great Western, Illinois (*see Map*) 204-206
Greenport to Brooklyn, L. I. 112
222 Greenville & Columbia, S. C. 296
223 Guelph Branch of Great Western 166
224 Hackensack & New York 89
Hamilton & Toronto 166
226 Hampshire & Hampden 146
227 Hannibal & St. Joseph (*see Map*) 230
228 Hanover Branch of Northern Central 197
Harlem (*see Map*) 104, 105
Harrisburg to Auburn, Pa. 135
Harrisburg to Calvert Station, Balt. 197
Harrisburg to Chambersburg 135
Hartford to New Haven & Springfield 173

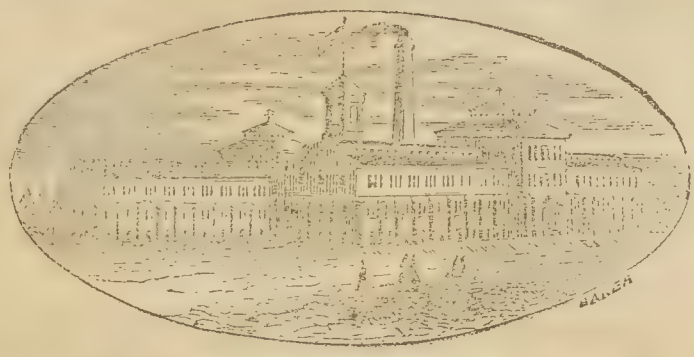
NO. PAGE

230 Hartford, Providence & Fishkill (*Map*) 186, 187
231 Hazleton, Penn. 140
232 Hempfield 129
233 Hillsboro' Branch 203
235 Hollidaysburg Branch of Pennsylvania 118
Hopewell to Huntingdon, Pa. 143
236 Hornellsville Branch of N. Y. & Erie 102
237 Housatonic, Conn. 120
238 Houston & Texas Central 248
239 Houston Tap & Brazoria 243
240 Hudson River (*see Map*) 84, 85
241 Hudson & Boston 110
Hudson, N.Y., to West Stockbridge Mass. . 110
242 Huntingdon & Broad Top, Pa. 143
243 Illinois Central (*see Map*) ..... 252—255
" " Chicago Branch 253
245 Illinois & Southern Iowa 206
Indiana to Blairsville, Pa., Br. of Penn 118
Indianapolis & St. Louis (*see Map*) 260, 261
247 Indianap., Cincinnati & Lafayette (*Map*) 262—265
248 Indianapolis, Peru & Chicago 243
Indianapolis to Dayton, Ohio 208
Indianapolis to Jeffersonville, Ind. 257
Indianapolis to Peru 243
Indianapolis to Terre Haute, Ind. 261
International Steamship Co. (*Map*) 182, 183
252 Iron, (Ironton to Centre Station, Ohio) 256
253 Jackson Branch of Mich. Southern 223
Jackson, Lansing & Saginaw 216
Jacksonville, Alton & St. Louis 236
255 Jamesburg to Freehold, N. J. 88
256 Janesville Branch, Wis. 246
Jersey City to Paterson 100
257 Jeffersonville, Madison & Indianapolis 257
258 Jeffersonville & Lake Pontchartrain .....
259 Joliet Division of Michigan Central 221
Kalamazoo, Allegan & Grand Rapids 257
Kennebec & Portland, Me. 181
260 Kenosha & Rockford 226
261 Kentucky Central 256
262 Keokuk, Fort Des Moines & Minnesota ....
263 Keokuk & St. Paul 207
265 King's Mountain, S. C. .....
267 Lackawanna & Bloomsburg 218
268 Lacrosse & Milwaukee (*see Map*) ..... 244—247
Lacrosse Junction to Fond du Lac, Wis. 226
270 Lafayette & Indianapolis 264
Lake Champlain Steamers (*Map*) .... 148—151
Lake Erie & Louisville 243
271 Lake Shore & Mich. Sou. Line (*Map*) 126—128
Lake Shore, Clevel'd, Columbus & C. Line. 214
272 Laurens, S. C. .....
Lawrence to Salem, Mass. 175
Leavenworth, Lawrence & Galveston 256
273 Lebanon Branch of Louisville & Nashville. 273
274 Lebanon Valley Branch of Phila. & Reading 134
Leeds to Livermore Falls, Me. .....
Lehigh & Lackawanna 144
276 Lehigh & Mahanoy 140
277 Lehigh Valley 140
278 Lehigh & Susquehanna 141
279 Lexington & Big Sandy 243
Lexington & Covington 256
Lexington & Frankfort (*see Map*) 258, 259
282 Lexington & Arlington 192
283 Little Miami, Columbus & Xenia 215
284 Little Schuylkill, Pa. 203
285 Logansport, Peoria & Burlington 211

NO. PAGE
286 London & Port Stanley..... 155
Long Branch & Sea Shore..... 89
288 Long Island..... 112
289 Lowell & Lawrence..... 193
290 Louisville, Cincinnati & Lexington.... 258, 259
291 Louisville, New Albany & Chicago..... 236
Louisville & Lexington (*see Map*)..... 258, 259
293 Louisville & Nashville (*see Map*).... 270—273
Macon & Brunswick..... 237
294 Macon & Western, Ga..... 286
295 Mahanoy & Broad Mountain..... 139
296 Mahoning Br. of Atlantic & Gt. Western.. 133
297 Maine Central (*see Map*) 176, 177
298 Manassas Gap, Va..... 282
Mansfield to Taunton & N. Bedford, Mass.. 188
Manchester & Lawrence, N. H..... 190
300 Manchester & North Weare..... 190
301 Marblehead, Branch of Eastern..... 175
302 Marietta & Cincinnati 203
303 Marlboro' Branch, Mass..... 192
Marquette & Ontonagon 214
Maryland & Delaware..... 202
305 Mauch Chunk & Summit Hill, Pa..... 120
306 McMinnville & Manchester, Tenn..... 285
307 Medford Branch of Boston & Maine R'way. 179
308 Memphis & Charleston, Tenn..... 284
309 Memphis Branch of Louisville & Nashville. 273
310 Memphis, Clarksville & Louisv. (*Map*) 270–273
Memphis & Little Rock 293
Memphis & Louisv. R'way Line (*Map*).270–273
311 Memphis & Ohio (*see Map*).....270–273
312 Mexican Gulf..... 284
313 Michigan Central (*see Map*)..... 220, 221
Michigan City to New Albany..... 236
315 Michigan Southern & Nor. Ind. (*Map*). 222, 223
316 Middleboro' & Taunton..... 237
317 Middletown Branch, Conn..... 173
318 Milledgeville & Eatonton, Ga..... 286
319 Milbury Branch of Boston & Worcester.... 172
320 Milford Branch of Boston & Worcester.... 172
Millstone & New Brunswick..... 107
321 Millville & Glassboro'..... 142
322 Milwaukee & Horicon, Wis..... 247
323 Milwaukee & Prairie du Chien (*Map*).244—247
324 Milwaukee & St. Paul (*see Map*).....244—247
325 " " Watertown Division 247
Milwaukee to Berlin, Wis..... 247
Milwaukee to La Crosse, Wis..... 247
Milwaukee to Prairie du Chien and St. Paul 246
Milwaukee to St. Paul..... 246
329 Mine Hill & Schuylkill Haven, Pa..... 144
330 Mineral Point, Ill..... 255
Minnesota Central..... 246
Minnesota Valley..... 248
331 Mississippi & Missouri..... 233
332 Mississippi & Tennessee..... 279
333 Mississippi & Wabash.....
334 Mississippi Central..... 279
Mississippi, Gainesville & Tuscaloosa..... 277
Missouri Valley..... 231
Mobile & Great Northern.....
Mobile & Montgomery..... 277
336 Mobile & Ohio (*see Map*) ..... 274—276
338 Monroe Branch of Mich. Southern..... 223
Montgomery & Eufaula..... 277
339 Montgomery & West Point, Ala..... 277
340 Montreal & Champlain..... 163
Montreal & N. Y. & Plattsburg & Montreal. 163
Montreal to New York.....150 & 154
Montreal to Plattsburg, N. Y..... 163
Montreal to Portland, Me..... 160
Montreal to Rouse's Point..... 163
Montreal to Toronto..... 161
Morehead City to Goldsboro' and Raleigh.. 237
344 Morris & Essex, N. J. (*see Map*)..... 90, 91
345 Muscogee, Ga..... 287
Nashua, Lowell & Wilton..... 193
346 Nashville & Chattanooga, Tenn..... 285
347 Nashville & Decatur..... 284
349 Nashville & North Western..... 285
350 Naugatuck, Conn..... 120
New Albany & Salem..... 236
352 Newark & Bloomfield, N. J..... 110
New Bedford & Cape Cod..... 147
354 New Bedford & Taunton..... 188
355 New Brunswick & Nova Scotia (*Map*) 182, 183
356 Newburgh Branch of N. Y. & Erie..... 103
357 Newburyport, Mass..... 179
358 Newcastle & Beaver Valley Branch..... 219
New Castle to Wilmington..... 109
New Haven..... 113
359 New Haven, New London & Stonington... 146
New Haven & Northampton 146
361 N. Haven, Hartford & Spring. (*see Map*). 92, 173
362 New Jersey (*see Map*)..... .. 106, 107
New Jersey Local Trains 107
New Jersey Central (*see Map*)..... 114—117
New Lisbon..... 256
364 New London Northern..... 173
365 New Orleans & Ohio..... 285
366 New Orleans & Carrollton..... 269
367 N. O., Jackson & Great Northern..... 279
369 N. O., Milneburg & Lake Pontchartrain...
370 N. O., Opelousas & Gt. Western (*Map*) 278, 279
Newport to New York..... 184, 185
371 Newton Branch of Boston & Worcester.... 172
373 New York Central (*see Map & Adv.*). 122—124
New York & Erie (*see Map*)..... 98—103
New York & Flushing, Long Island..... 111
375 New York & Harlem (*see Map*)..... 104, 105
376 New York & New Haven..... 113
N. Y. & Philadelphia via Camden & Amboy 87
" " " New Jersey..... 107
New York & Washington Air-Line..... 108
New York to Albany & Troy..... 85 & 105
New York to Athens and Albany (*Map*).. 121
New York to Bordentown, N. J..... 87
New York to Boston (Exp. Line) (*Map*).. 92, 93
N. York to Bost., via Newport & Fall Riv. 184, 185
N. York to Boston, via Bristol & Providence
New York to Boston, via Stonington..... 330
New York to Bridgeport, Conn..... 113
New York to Buffalo..... 85, 123 & 103
New York to Dunkirk..... 85, 123, 128 & 103
New York to Easton, Pa. (*see Map*).. 114—117
New York to Harrisburg (*see Map*).. 114—117
New York to Montreal.....150 & 154
N. York to Newport and Fall Riv. (*Map*) 184, 185
New York to Rochester & Niag. Falls..85 & 123
N. York to Rutland and Burlington, Vt. 150, 151
New York to Saratoga Springs.....85 & 150
New York to Stonington, Prov. & Boston... 188
New York to Washington.....87, 107 & 108
New York to the White Mountains....157 & 169
Niagara Falls & Elmira.....124 & 197
385 Norfolk & Petersburg..... 297

NO.		PAGE
386	North Carolina	295
387	North Eastern (S. C.)	296
388	Northern Railway of Canada	155
389	Northern Railway of New Jersey	89
390	North Missouri	231
391	North Pennsylvania	143
392	North Western, Va	202
393	Northern Central	197
	Northern Indiana (Air Line)	223
396	Northern (N. H.)	191
397	Northern (Ogdensburg)	96
398	Norwich & Worcester	189
399	Nova Scotia (*see Map*)	182, 183
	Ogdensburg & Lake Champlain	96
	Ogdensburg to Watertown, Rome and N. Y.	95
402	Ohio & Mississippi	216
403	Oil Creek & Allegheny River	129
	Oil City & Pithole	129
404	Old Colony & Newport (*see Map*)	184, 185
405	Orange, Alexandria & Manassas	282
406	Oscaloosa Div. of Chicago & Rock Island	233
	Oswego & Rome	95
408	Oswego & Syracuse, N. Y.	167
409	Ottawa & Prescott, Can	155
410	Pacific & Missouri River (*see Map*)	266, 267
	Parkersburg to Grafton, Va	202
	Pemberton, Hightstown & Camden	88
412	Peninsular Railway Line	109
414	Pennsylvania Central	118
	Pennsylvania & N. Y. Canal	167
415	Pensacola & Georgia	269
	People's Line of Steamers (*Map*)	121
416	Peoria & Bureau Valley	233
	Peoria, Oquawka & Burlington	229
	Peoria, Pekin & Jacksonville	242
	Perkiomen	243
	Perth Amboy & Woodbridge	107
419	Peterboro' & Shirley, N. H	192
420	Petersburg & Weldon	292
421	Petersburg & Lynchburg	283
422	Philadelphia & Baltimore Central	141
425	Philadelphia & Erie	119
426	Philadelphia & Reading	134
427	Philadelphia & Trenton, N. J	88
428	Philadelphia, Germantown & Norristown	88
	Philadelphia to Doylestown, Pa	143
	Phila. to Doylestown & Freemansburg, Pa.	143
	Phila. to Harrisburg & Altoona, Pa	118
	Philadelphia to Pittsburg	118
	Philadelphia to Westchester, Pa.	118 & 141
	Phila. to Wilm., Havre de Grace & Balt	109
	Philadelphia to Williamsport	119
432	Philadelphia, Wilmington & Baltimore	109
433	Piermont Branch of N. Y. & Erie	103
434	Pittsburg & Connellsville, Pa	218
435	Pittsburg, Fort Wayne & Chicago	219
436	Pittsburg, Cincinnati & St. Louis	218
	Pittsburg to Venango City, Pa	203
438	Pittsfield & North Adams, Mass	171
439	Platte Co., Mo	
440	Plattsburg & Montreal, Can	163
442	Plymouth Branch of Old Colony	185
	Port Clinton to Tamaqua, Pa	134
445	Port Hope, Lindsay & Beaverton	155
446	Portland & Kennebec (*see Map*)	180, 181
447	Portland & Oxford Central	139
	Portland & Rochester	189
448	Portland, Saco & Portsmouth, Me	189
	Portland to Bangor, Me	177 & 181
	Portland to Saco, Me	189
	Portsmouth to Concord, N. H	191
	Portsmouth Br. of Marietta & Cincinnati	203
	Pottsdam & Watertown, N. Y	95
	Pottsville to Philadelphia	134
	Preston to Galt, Can	166
	Prescott to Ottawa, Can	155
	Princeton, N. J., to New York & Phila	107
452	Providence & Worcester	190
	Providence, Hartf'd & Fishkill (*Map*)	186, 187
	Providence to Hartford & Waterbury, Conn.	187
454	Providence, Warren & Bristol	195
455	Quakake Branch, Pa	140
456	Quebec & Richmond District	160
	Quebec to St. Thomas, Can	160
458	Quincy & Palmyra	230
459	Quincy & Toledo	206
	Quincy to Galesburg, Ill	229
461	Racine & Mississippi (*see Map & Adv.*)	250, 251
	Racine to Beloit & Freeport	251
462	Raleigh & Gaston, N. C	293
463	Raritan & Delaware Bay	97
464	Reading & Columbia	143
465	Rensselaer & Saratoga, N. Y. (*see Map*)	148—151
467	Richmond & Danville, Va	293
468	Richmond & Petersburg, Va	292
469	Richmond & York River	
470	Richmond, Fred. & Potomac (*Map*)	290—292
	Richmond, Ind., to Chicago	211
472	River Division of Cleveland & Pittsburg	219
473	Roanoke Valley, Va	
474	Rochester Branch of Buffalo, N. Y. & Erie.	103
475	Rochester & Charlotte	124
476	Rochester, Lockport & Niagara Falls	124
	Rochester to Syracuse, Albany & N. Y.	124, 85
478	Rock Island & Peoria	256
	Rockville, Ct	187
479	Rome, Ga	293
480	Rome, Watertown & Ogdensburg (*Map*)	94, 95
	Rouse's Pt. to Montreal, Can	163
	Rouse's Pt. to Ogdensburg, N. Y	96
	Rouse's Pt. to Windsor, Vt	154
	Rutland to N. Bennington & Troy	147
483	Rutland & Burlington, Vt	194
484	Rutland & Washington, Vt	151
	Rutland, Vt., to Eagle Br. & Albany, N. Y.	147
	St. Johnsbury to White River Junction	169
	St. Joseph & Council Bluffs	231
	St. Joseph to Hannibal	230
	St. Joseph Valley	257
	St. Lawrence & Ottawa	155
	St. Louis, Alton & Chicago (*Map*)	234, 235 & 236
	St. Louis, Alton & Terre Haute (*Map*)	260, 261
485	St. Louis & Iron Mountain	242
486	St. Louis, Jacksonville & Chicago	236
	St. Louis, Vandalia & Terre Haute	256
	St. Louis to Chicago, Ill	235
	St. Louis to St. Joseph	231
	St. Louis to Syracuse, Mo	267
	St. Louis to Terre Haute	261
	St. Louis to Vincennes	216
	St. Paul & Pacific	207
488	St. Thomas Branch of Grand Trunk	
489	Salem & Lowell, Mass	193
	Salem, N. J	142
490	Salisbury Branch of Eastern	175
	San Antonia & Mexican Gulf	

NO.		PAGE
492	Sandusky, Dayton & Cincinnati	217
493	Sandusky, Mansfield & Newark, Ohio	217
	Sandusky to Dayton, Ohio	217
494	Saratoga & Schenectady, N. Y	150
495	Saratoga & Whitehall (*see Map*)	148—151
496	Sarnia Branch of Gt. Western	166
497	Saugus Branch of Eastern	175
498	Savannah, Albany & Gulf	289
	Savannah & Charleston	296
499	Saxonville Branch of Boston & Worcester	172
	Schoharie Valley	135
501	Schuylkill & Susquehanna	135
	Schuylkill Valley	248
	Scranton, Pa., to New York	111
503	Seaboard & Roanoke, Va	293
	Selma & Meridian	297
	Selma, Rome & Dalton	295
505	Shamokin Valley & Pottsville	197
506	Sheboygan & Fond du Lac	201
507	Shelbyville Branch of Nash. & Chattanooga	285
508	Shelbyville Lateral & Rushville, Ind	257
	Shore Line	146
	Sioux City & Pacific	216
510	Somerville Branch of Mem. & Charleston	284
	South Branch, N. J	117
511	South Carolina	296
512	" " Camden & Colum. Branches	296
	South Norwalk to Danbury, Conn	120
514	South Reading Branch	175
515	South Shore, Mass	190
	South Side of Long Island	89
	South Side, Va	283
517	South Pacific	284
	Southern Pacific	237
518	Southwestern and Muscogee	287
	Southern Minnesota	248
519	Southern Mississippi	297
520	Southern Wisconsin Division	247
521	Spartanburg & Union	294
522	Springfield & Columbus, O	217
523	Springfield Branch of Cleveland, Col. & Cin.	214
	Springfield to Brattleboro'	145
525	Stanstead, Shefford & Chambly	151
526	Staten Island	110
	Sterling Mountain	237
529	Stonington & Providence	188
530	Stony Brook, Mass	193
531	Stoughton & Easton Branch	188
533	Sullivan, N. H	154
	Sumter City & Macon, Ga	287
	Sunbury to Williamsport and Erie, Pa	119
535	Sussex, N. J	91
	Sycamore & Cortland	214
536	Syracuse, Binghamton & New York	167
	Syracuse to Albany and New York	123 & 85
	Syracuse to Auburn & Canandaigua	124
539	Tallahassee	269
540	Taunton Branch, Mass	188
541	Tennessee & Alabama	
543	Terre Haute & Indianapolis (*see Map*)	260, 261
	Toledo to Cincinnati	213
	Toledo to Naples, Ill	206
546	Toledo, Wabash & Western (*see Map*)	204—206
547	Toledo, Logansport & Burlington	211
	Toledo, Peoria & Warsaw	255
	Toledo to Chicago, Ill	223
550	Toronto & Sarnia District	166
	Toronto to Collingwood, Can	155
551	Toronto Branch of Great Western, Can	166
	Toronto to Montreal	161
	Toronto to Stratford, Can	161
553	Trenton & Bordentown	87
554	Troy & Boston	147
	Troy & Bennington	147
555	Troy & Greenbush, N. Y	110
	Troy & Rutland, Vt	147
	Troy & Schenectady	123
	Troy to Saratoga & Whitehall, N. Y	150
	Troy, Whitehall & Castleton	150
	Turtle Creek Trains, Penn	118
558	Tuscarawas Extension, Ohio	219
	Union & Logansport	211
	Union Pacific (*see Map*)	238, 239 & 240
	Union Pacific (E. D.)	268
	Union Pacific (Central Branch)	241
559	Utica & Black River	167
	Utica, Chenango & Susquehanna Valley	167
560	Vermont & Canada & Vt. Cent'l (*Map*)	152—154
561	Vermont & Massachusetts	192
562	Vermont Valley	194
	Vicksburg & Meridian	297
564	Virginia Central	282
565	Virginia & Tennessee	283
	Warren & Franklin	129
566	Warrenton Branch of Georgia	287
567	Warrenton Branch of Orange & Alexandria	282
568	Washington, Alexandria & Georgetown	292
569	Washington Br. Balt. & Ohio (*see Map*)	198—202
	Washington County, Md	202
	Washington County, Texas	282
	Washington, D. C., to Baltimore, Md	201
571	Watertown Branch of Fitchburg	192
	Watertown & Rome (*see Map*)	94, 95
572	Welland	155
573	Westchester & Philadelphia	141
	Westchester	141
575	Western, Mass. (*see Map & Adv.*)	170, 171
576	Western & Atlantic, Tenn	286
577	Western, North Carolina	295
	Western Pennsylvania	118
	Western Union (*see Map*)	250, 251
578	West Feliciana, Miss	
579	West Jersey	142
580	Westminster Branch	197
	West Point to Montgomery, Ala	277
	White Mountains	157 & 169
	White River Junction to Newport	169
	Whitewater Valley	265
	Wicomico & Pocomoke	202
	Wilkesbarre to Whitehaven	140 & 141
	Williamsport & Elmira	197
	W'msport to Catawissa, Ringgold, & Phila.	139
583	Wilmington & Manchester	294
584	Wilmington & Weldon, N. C	294
585	Wilmington, Charlotte & Rutherford	295
	Wilmington, Del., to Dover & Seaford	109
586	Winchester & Potomac, Va	202
	Winchester to Harper's Ferry, Va	202
	Windsor to London, Can	166
	Windsor to Paris & Niagara Falls, N. Y	166
588	Winona & St. Peter	248
589	Woburn Branch, Mass	193
590	Worcester & Nashua	193
591	Wrightsville, York & Columbia	197
592	Xenia and Dayton & Western	215
593	York & Cumberland, Me	189

ELGIN  WATCHES.

The present **General** and **Departmental Superintendents** of the **National Watch Company**, of **ELGIN, ILLINOIS**, are nearly all well known as men who have previously been in the employ of the largest of the old Companies, designing and operating their Machinery, and contributing mainly to their success. These gentlemen *now have a co-operative as well as salaried interest* in bettering **THEIR PAST ACHIEVEMENTS.**

Profiting by their former abundant experience, they have, **with unlimited Capital** at their disposal, **spent nearly three years** in constructing **Improved Machinery** and *remedying* such *defects in the old* as their riper judgment has detected.

WITH THESE FACTS

as a basis, the Directors think they are fully warranted in making the **broad claim** that the various grades of the **ELGIN WATCHES** are *superior to all others whatever—either* **AMERICAN** or **IMPORTED**—*which can be purchased at corresponding prices*, and they **ARE PRONOUNCED** by experienced Watchmakers, Watch-dealers, experts, and other connoisseurs who have examined and carried them, to be better **designed**, better **made**, better **finished**, and more **accurate** and **durable** time-keepers than any others.

NATIONAL WATCH CO., Nos. 159 and 161 Lake Street, Chicago, Ill.

GENTLEMEN: The Watches of your make sold by us during the past year have, with scarcely an exception, given *more than ordinary satisfaction*, and are proving to be *all that you claim for them as accurate and durable time-keepers.*

Taking into consideration the improvements you have introduced in their construction, and the general fineness of finish of all the grades, we regard them as being well worth their price, and take great satisfaction in selling them to such of our customers as desire good time-keepers.

PALMER, BACHELDERS & CO., No. 162 Washington Street, Boston.
WARREN & SPADONE, No. 4 Maiden Lane, New York.

Call on your Jeweler and ask to see them.

BORDEN & LOVELL,

COMMISSION MERCHANTS,

70 and 71 WEST STREET, NEW YORK,

FALL RIVER IRON WORKS CO.'S

NAIL BANDS, HOOPS, AND RODS,

BORDEN MINING CO.'S

CUMBERLAND COALS.

The Company, having completed their Shaft into the very heart of the Coal Basin at their property in the VALLEY OF GEORGE'S CREEK, are prepared to furnish a perfect article of Bituminous Coal, for the use of Locomotives, and for generating Steam under all circumstances.

INDEX TO ADVERTISEMENTS.

ACCIDENT INSURANCE.
The Railway Passengers' Assurance Co..... 31

ALBUMS.
E. & H. T. Anthony & Co... 21

BAGGAGE-CHECKS.
Thomas' Improved..... 298

BANKERS.
Duncan, Sherman & Co..... 305
Jay Cooke & Co..... 305

BELTING.
N. Y. Belting Co.....front cover

BILLIARD TABLES.
Phelan & Collender..... 4

BRICK MACHINES.
Peekskill Manuf. Co..... 29

BURRING MACHINES.
C. L. Goddard..... 32

BUSINESS COLLEGE.
Bryant, Stratton & Clark.... 49

CALIFORNIA EXPRESS.
Wells, Fargo & Co..... 332

CAST STEEL SAWS.
R. Hoe & Co..... 33
Welch & Griffiths..... 20

CLOTHIERS.
F. Derby & Son.....map

COMMISSION MERCHANTS.
Borden & Lovell..... 41

COTTON MACHINERY.
Bridesburg Manufact'g Co...map

DRUGGISTS.
W. H. Schieffelin & Co..... 34
Tarrant & Co.....map

FINE FURNITURE.
J. F. C. Pickhardt..... 23

FIRE BRICK MANUFACTORY.
Manhattan Fire Brick..... 15

FURS.
Gunther & Sons..... 43

GARDEN SEEDS.
D. Landreth & Son..10, 300 & 301

GAS FIXTURES.
Archer & Pancoast Co..... 26

GAS MACHINE.
Automatic Gas Machine Co.. 15

GOVERNORS AND VALVES.
Junius Judson 21

HOTELS.
Metropolitan, Washington.. 304

IRON MANUFACTURERS.
Morris, Wheeler & Co..... 18

IRON WORKS.
Chase & Co..... 4

JEWELRY, WATCHES, ETC.
Ball, Black & Co..... 3
Tiffany & Co..... 17

LAMPS.
Julius Ives & Co..... 14

LANDS FOR SALE.
Illinois Lands, *see back of large Map, and outside cover.*

LIFE INSURANCE.
Knickerbocker Mutual..... 5
New York Life..... 28

MACHINISTS.
E. Lyon..... 333
Hoopes & Townsend..... 15
Howard Foundry 19
Morris, Wheeler & Co..... 18

MEN'S FURNISHING GOODS.
Union Adams 16

MILL STONES, ETC.
J. T. Noye & Son..... 327

OILS, ETC.
Julius Ives & Co..... 14
Manhattan Oil Co..... 331

PENS.
Gillott's Steel Pens 12

PHRENOLOGY.
Fowler & Wells.....map

PIANO-FORTES.
Steinway & Sons..... 334, 335
Wm. B. Bradbury.....map
Wm. Knabe & Co.....map

POLYTECHNIC COLLEGE.
Alfred L. Kennedy, M. D....map

PRINTING PRESSES.
R. Hoe & Co..... 8

PUBLISHERS.
D. Appleton & Co..... 9
Ivison, Phinney & Co..... 299

RAILWAY BONDS.
Union Pacific Railway..... 24

RUBBER BELTING.
N. Y. Belting Co.....front cover

SAFES.
Farrel & Herring, inside front co.
Joseph L. Hall & Co..... 2

SCALES.
Buffalo Scale Works Co..... 22

SEWING MACHINES.
Wheeler & Wilson..... .map

SILVER WARE.
Gorham Manufacturing Co.. 44

SOAPS.
Colgate & Co..... 34
David's Prize Soap..... 23

SPOOL COTTON.
Jonas Brook & Bros..... 32

SPRING MATTRESSES.
S. P. Kittle 305

STEAM-ENGINE COMPANY.
N. York Steam-Engine Co...map
Wood & Mann St. Engine Co. 27

STEAMBOATS.
N. Y. to Albany (Night Boat) 121
N. Y. to Bristol & Providence
N. Y. to Newport & Fall Riv. 184
New York to Stonington.... 330

STEAMSHIPS.
International Steamship Line 182
National Steam Navig. Co... 329
North German Lloyd..... 331
N. Y., Hamburg, Havre & London..... 329
Pacific Mail Steamship Co.'s Through Line to California. 328

TANK FACTORY.
Geo. J. Burkhardt & Co..... 11

TIME DETECTOR.
J. E. Buerk, Proprietor 12, 13

TRAVELERS' CREDITS.
Wells, Fargo & Co..... 332

TRUSSED PLATFORMS.
E. Miller, Patentee..... 11

WATCHES.
American Waltham..... 1
National Watch Co..... 41
Tremont Watch Co..... 306

WHITE LEAD.
Beymer, Bauman & Co..... 306
Robert Colgate & Co..... 32

C. G. GUNTHER & SONS,

FUR DEALERS

AND

FURRIERS,

Nos. 502 and 504 BROADWAY,

(NEAR BROOME STREET,)

NEW YORK,

IMPORTERS, MANUFACTURERS, AND SHIPPERS OF

RAW FURS AND SKINS.

Ladies' Furs, Fur Robes and Skins,

Gents' Furs, Children's Furs.

GORHAM MFG. CO.

Sterling Silver Ware

AND

FINE ELECTRO-PLATED WARE.

The Gorham Manufacturing Company, of Providence, R. I., having the largest manufactory of Solid Silver Ware in the world, with the most improved machinery, and employing the most skilled labor, are enabled to offer an unequalled variety of new and beautiful designs in Dinner Services, Tea Services, and every article specially adapted for Holiday and Bridal Gifts.

They offer also their well-known and unrivalled Nickel Silver Electro-Plated Ware, in which they have introduced new patterns of rare elegance. The solid silver is guaranteed to be of sterling purity by U. S. Mint assay. The electro-plate is guaranteed to be superior to the finest Sheffield ware. Orders received from the trade only, but these goods may be obtained from responsible dealers everywhere.

Trade Mark FOR **Silver.**

Trade Mark FOR **Electro-Plate.**

GORHAM MANUFACTURING CO.,

Salesroom, No. 3 Maiden Lane, N. Y.

Official List of Names of the General Ticket Agents,

AND OFFICERS CONNECTED WITH THE PASSENGER DEPARTMENT OF THE PRINCIPAL RAILWAYS.

NAMES OF ROADS.	NAME AND ADDRESS *Of person in charge of General Ticket Department, and to whom Ticket Reports should be addressed, unless otherwise noted.*			NAME AND ADDRESS *Of person to whom remittances for Balances should be made, and on whom drafts for Balances should be drawn.*		
	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Albany & Susquehanna..	S. E. Mayo,	G. T. A.,	Albany, N. Y.	W. L. M. Phelps,	Treasurer,	Albany, N. Y.
Allegheny Valley.....	W. F. Hope,	G. T. A.,	Pittsburg, Pa.	John Ballantine,	Treasurer,	Pittsburg, Pa.
At. & Gt. West. Div. Erie	W. R. Barr,	G. P. A.,	New York City.	J. C. Calhoun,	Auditor,	New York City.
Atlanta & West Point...	W. J. Houston,	G. T. A.,	Atlanta, Ga.	W. P. Orme,	Treasurer,	Atlanta, Ga.
Atlantic & Miss. S. S. Co.	J. N. Bofinger,	Supt.,	St. Louis, Mo.	J. N. Bofinger,	Supt.,	St. Louis, Mo.
Baltimore & Ohio.....	L. M. Cole,	G. T. A.,	Baltimore, Md.	J. J. Atkinson,	Treasurer,	Baltimore, Md.
Bellefontaine	E. A. Ford,	G. P. A.,	Indianapolis, Ind.	E. King,	Treasurer,	Indianapolis, Ind.
Belvidere, Del. & Flem..	A. C. Davis,	G. T. A.,	Lambertville, N. J.	R. F. Stockton, Jr.,	Treasurer,	Lambertville, N. J.
Boston, Clinton & Fitch.	E. A. Brown,	G. T. A.,	Fitchburg, Mass.	H. F. Coggshall,	Treasurer,	Fitchburg, Mass.
Boston, Hartford & Erie.	O. S. Sanford,	G. T. A.,	Boston, Mass.	H. S. Barry,	Treasurer,	Boston, Mass.
Bost., C.& M. and Wh. M.	J. L. Rogers,	G. T. A.,	Plymouth, N. H.	C. M. Whittier,	Cashier,	Plymouth, N. H.
Bost., Lowell & Nashua.	B. F. Kendrick,	G. T. A.,	Nashua, N. H.	C. E. A. Bartlett,	Cashier,	Boston, Mass.
Boston & Albany.....	J. M. Griggs,	G. T. A.,	Springfield, Mass.	J. M. Griggs,	G. T. A.,	Springfield, Mass.
Boston & Maine.....	John S. Eaton,	G. T. A.,	Boston, Mass.	A. Blanchard, Jr.,	Treasurer,	Boston, Mass.
Boston & Providence....	James Daily, Jr.,	G. T. A.,	Boston, Mass.	Benj. B. Torrey,	Treasurer,	Boston, Mass.
Buffalo & State Line	J. A. Burch,	G. T. A.,	Buffalo, N. Y.	Geo. H. Chase,	Treasurer,	Buffalo, N. Y.
Burlington & Mis. River.	A. E. Touzalin,	G. T. A.,	Burlington, Iowa.	F. B. James,	Asst. Treas.,	Burlington, Iowa.
Camden & Atlantic	D. H. Mundy,	G. T. A.,	Camden, N. J.	D. H. Mundy,	G. T. A.,	Camden, N. J.
Camden & Amboy	J. W. Gore,	G. T. A.,	Philadelphia, Pa.	R. S. Trowbridge,	Cashier,	Philadelphia, Pa.
Cape Cod.....	W. D. Tobey,	G. T. A.,	Hyannis, Mass.	E. N. Winslow,	Treasurer,	Hyannis, Mass.
Catawissa.....	Gilbert Riter,	Accountant,	Philadelphia, Pa.	W. L. Gilroy,	Treasurer,	Philadelphia, Pa.
Central of New Jersey...	H. P. Baldwin,	G. P. A.,	103 Liberty St., N.Y.	Samuel Knox,	Treasurer,	103 Liberty St., N.Y.
Central Br. Union Pacific	R. A. Park,	G. T. A.,	Atchison, Kan.	Wm. Osborn,	Supt.,	Atchison, Kan.
Central Ohio Div. B. & O.	John W. Brown,	G. P. A.,	Columbus, O.	J. J. Atkinson,	Treasurer,	Baltimore, Md.
Enclose Reports to....	L. M. Cole,	G. T. A.,	Baltimore, Md.			
Champlain Trans. Co....	Hiram Tracy,	Gen. Agent,	Burlington, Vt.	Hiram Tracy,	Gen. Agent,	Burlington, Vt.
Charlotte & S. Carolina.	E. R. Dorsey,	G. T. A.,	Columbia, S. C.	C. H. Manson,	Treasurer,	Columbia, S. C.
Chesapeake & Ohio	J. F. Netherland,	G. T. A.,	Richmond, Va.	John Garrett,	Treasurer,	Richmond, Va.
Cheshire	Geo. A. Brown,	G. T. A.,	Keene, N. H.	F. H. Kingsbury,	Cashier,	Keene, N. H.
Chicago & Alton.....	A. Newman,	G. T. A.,	Chicago, Ill.	W. M. Larrabee,	Treasurer,	Chicago, Ill.
Chicago, Bur. & Quincy.	Samuel Powell,	G. T. A.,	Chicago, Ill.	Samuel Powell,	G. T. A.,	Chicago, Ill.
Chicago & Gt. Eastern...	J. S. Hunt,	G. T. A.,	Chicago, Ill.	Henry Morgan,	Treasurer,	Chicago, Ill.
Chicago & Northwestern.	B. F. Patrick,	G. P. A.,	Chicago, Ill.	Geo. P. Lee,	Treasurer,	Chicago, Ill.
Enclose Reports to....	T. P. Hart,	Gen. Acc't,	Chicago, Ill.			
Chicago, R. I. & Pacific..	E. St. John,	Ch. Tkt. Cl.,	Chicago, Ill.	W. G. Purdy,	Cashier,	Chicago, Ill.
Cincin., Dayton & East..	T. H. Goodman,	G. T. A.,	Sandusky, O.	L. H. Latham,	Treasurer,	Sandusky, O.
Cincinnati, Ham. & Day.	Sam'l Stevenson,	G. T. A.,	Cincinnati, O.	F. H. Short,	Treasurer,	Cincinnati, O.
Cincin. & Indianap. Jun..	Jas. H. Sheldon,	G. T. A.,	Hamilton, O.	Geo. K. Trisler,	Treasurer,	Hamilton, O.
Cincin., Rich. & Chicago.	Sam'l Stevenson,	G. T. A.,	Cincinnati, O.	F. H. Short,	Treasurer,	Cincinnati, O.
Cincinnati & Zanesville.		Tkt. Dep't.,	Cincinnati, O.	James Pullan,	Auditor,	Cincinnati, O.
Cleveland, Col. & Cin...	S. F. Pierson,	G. T. A.,	Cleveland, O.	Geo. H. Russell,	Treasurer,	Cleveland, O.
Cleve., Painesv. & Ash..	J. W. Cary,	G. T. A.,	Cleveland, O.	Geo. B. Ely,	Treasurer,	Cleveland, O.
Cleveland & Pittsburg...	F. R. Myers,	G. T. A.,	Pittsburg, Pa.	G. A. Ingersoll,	Treasurer,	Cleveland, O.
Enclose Reports to....	R. F. Smith,	Auditor,	Cleveland, O.			
Cleve., Zanesv. & Cin...	E. Mize,	Treasurer,	Akron, O.	E. Mize,	Treasurer,	Akron, O.
Colum. & Indianap. Cen.	F. Chandler,	G. T. A.,	Indianapolis, Ind.	W. F. Doggett,	Auditor,	Columbus, O.
Connecticut River.....	W. J. Phelps,	G. T. A.,	Springfield, Mass.	Seth Hunt,	Treasurer,	Northampton, Mass.
Conn. & Pass. Rivers....	N. P. Lovering, Jr.,	G. T. A.,	St. Johnsbury, Vt.	H. H. Perry,	Supt.,	St. Johnsbury, Vt.
Council Bluffs & St. Jos.	L. J. Richardson,	G. T. A.,	Council Bluffs, Ia.	H. W. Phelps,	Supt.,	Council Bluffs, Ia.
Cumberland Valley.....	A. H. McCulloh,	G. T. A.,	Chambersburg, Pa.	E. M. Biddle,	Treasurer,	Carlisle, Pa.
Danbury & Norwalk....	H. Williams,	G. T. A.,	Danbury, Conn.	H. Williams,	Secretary,	Danbury, Conn.
Dayton & Michigan.....	S. Stevenson,	G. T. A.,	Cincinnati, O.	F. H. Short,	Treasurer,	Cincinnati, O.
Dayton & Union.....	F. Sprague,	G. T. A.,	Dayton, O.	F. Sprague,	Auditor,	Dayton, O.
Delaware Railway Line.	Geo. A. Dadmun,	G. T. A.,	Philadelphia, Pa.	Alfred Horner,	Treasurer,	Philadelphia, Pa.
Del., Lack. & Western...	R. A. Henry,	G. T. A.,	Scranton, Pa.	R. A. Henry,	G. T. A.,	Scranton, Pa.
Des Moines Valley.....	John Given,	G. T. A.,	Keokuk, Iowa.	John Given,	G. T. A.,	Keokuk, Iowa.
Detroit & Milwaukee....	J. H. Muir,	Secretary,	Detroit, Mich.	J. H. Muir,	Secretary,	Detroit, Mich.
Dubuque Southwestern..	D. A. McKinlay,	Treasurer,	Dubuque, Iowa.	D. A. McKinlay,	Treasurer,	Dubuque, Iowa.
East Pennsylvania.....	P. M. Ermentrout,	G. T. A.,	Reading, Pa.	H. M. Albright,	Treasurer,	Reading, Pa.
East Tenn. & Georgia ...	Jas. R. Ogden,	G. T. A.,	Knoxville, Tenn.	John Keys,	Treasurer,	Knoxville, Tenn.
Edgefield & Ken., etc....	H. L. Shepherd,	G. T. A.,	Nashville, Tenn.	Thos. Hassard,	Gen. Supt.,	Nashville, Tenn.
Erie.....	W. R. Barr,	G. P. A.,	New York City.	John Hilton,	Auditor,	New York City.
Erie & Pittsburg.....	J. A. Burch,	G. T. A.,	Buffalo, N. Y.	D. W. Fitch,	Treasurer,	Erie, Pa.
Evansville & Crawfords.	J. E. Martin,	Secretary,	Evansville, Ind.	J. E. Martin,	Secretary,	Evansville, Ind.
Fairhaven Branch.....	S. H. Keith,	Asst. Supt.,	Fairhaven, Mass.	Warren Ladd,	Supt.,	New Bedford, Mass.
Fitchburg.....	H. F. Whitcomb,	G. T. A.,	Boston, Mass.	H. F. Whitcomb,	G. T. A.,	Boston, Mass.
Fitchburg & Worcester..	H. F. Coggshall,	G. T. A.,	Fitchburg, Mass.	H. F. Coggshall,	Treasurer,	Fitchburg, Mass.
Flint & Pere Marquette.	G. W. Ledlie,	G. T. A.,	East Saginaw, Mich.	H. C. Potter,	Treasurer,	East Saginaw, Mich.
Georgia.....	J. A. Robert,	G. T. A.,	Augusta, Ga.	E. W. Cole,	Supt.,	Augusta, Ga.
Great Western (Can.)....	Jas. Charlton,	Gen. Agent,	Hamilton, Ontario.	Joseph Price,	Treasurer,	Hamilton, Ontario.
Enclose Reports to....	Joseph Metcalf,	Auditor,	Hamilton, Ontario.			
Grand Trunk.....	T. B. Hawson,	Auditor,	Montreal, C. E.	Joseph Hickson,	Treasurer,	Montreal, C. E.

NAMES OF ROADS.	NAME AND ADDRESS *Of person in charge of General Ticket Department, and to whom Ticket Reports should be addressed, unless otherwise noted.*			NAME AND ADDRESS *Of person to whom remittances for Balances should be made, and on whom drafts for Balances should be drawn.*		
	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Hannibal & St. Joseph..	P. B. Groat,	G. T. A.,	Hannibal, Mo.	J. L. Lathrop,	Treasurer,	Hannibal, Mo.
Hartford, Prov. & Fish...	Lucius Tuttle,	G. T. A.,	Hartford, Conn.	J. M. Belden,	Treasurer,	Hartford, Conn.
Hudson River.....	C. H. Kendrick,	G. T. A.,	New York City.	C. C. Clark,	Treasurer,	New York City.
Huntingdon & Broad Top	R. U. Jacob,	Gen. Agent,	Huntingdon, Pa.	R. U. Jacob,	Gen. Agent,	Huntingdon, Pa.
Illinois Central.....	W. P. Johnson,	G. P. A.,	Chicago, Ill.	W. K. Ackerman,	Local Treas.,	Chicago, Ill.
Indianapolis & St. Louis.	John S. Garland,	G. P. A.,	St. Louis, Mo.	E. King,	Treasurer,	Indianapolis, Ind.
Indianap., Cincin. & Laf.	F. B. Lord,	G. T. A.,	Cincinnati, O.	W. T. Boaz,	Treasurer,	Cincinnati, O.
Indianap., Peru & Chic..	A. B. Southard,	G. T. A.,	Indianapolis, Ind.	V. T. Malott,	Treasurer,	Indianapolis, Ind.
Jeff., Madison & Ind.....	Jas. Ferrier,	G. T. A.,	Jeffersonville, Ind.	J. H. McCampbell,	Treasurer,	Jeffersonville, Ind.
Kentucky Central.....	H. P. Ransom,	G. T. A.,	Covington, Ky.	H. P. Ransom,	G. T. A.,	Covington, Ky.
Keokuk, Mt. Ple. & Mus.	E. K. Buell,	G. T. A.,	Keokuk, Iowa.	E. K. Buell,	G. T. A.,	Keokuk, Iowa.
Lackawanna & Bloomsb.	W. B. Wells,	G. T. A.,	Kingston, Pa.	J. P. Ilsley,	Treasurer,	Kingston, Pa.
Lake Shore.....	.....	.....	.....	Otis Kimball,	Gen. Agent,	Buffalo, N. Y.
Lehigh Valley.....	W. H. Sayre, Jr.,	Gen. Agent,	Mauch Chunk, Pa.	W. H. Sayre, Jr.,	Cashier,	Mauch Chunk, Pa.
Lit. Miami, Col. & Xenia	W. L. O'Brien,	G. T. A.,	Cincinnati, O.	D.G.A. Davenport,	Auditor,	Cincinnati, O.
Louisville, Cin. & Lex...	Henry Steffee,	G. T. A.,	Louisville, Ky.	Wm. Mahl,	Auditor,	Louisville, Ky.
Louisville & Nashville..	W. H. King,	G. T. A.,	Louisville, Ky.	C. R. Griffith,	Treasurer,	Louisville, Ky.
Louisv., N. Alb. & Chic..	W. E. Phelps,	G. T. A.,	New Albany, Ind.	W. H. Lewis,	Cashier,	New Albany, Ind.
Maine Central.....	F. E. Boothby,	G. T. A.,	Waterville, Me.	J. Nye,	Treasurer,	Waterville, Me.
Marietta & Cincinnati...	C. F. Low,	G. T. A.,	Cincinnati, O.	W. E. Watson,	Auditor,	Cincinnati, O.
Memphis & Charleston..	A. A. Barnes,	G. T. A.,	Memphis, Tenn.	Geo Robertson,	Treasurer,	Memphis, Tenn.
Mem., Clarksv. & Lou...	See Memphis &	Louisville R	ailway Line.			
Memphis & Ohio.....						
Memphis & Louisville...	W. H. King,	G. T. A.,	Louisville, Ky.	C. R. Griffith,	Treasurer,	Louisville, Ky.
Mem. & St. L. Packet Co.	E. B. Byington,	G. P. A.,	St. Louis, Mo.	E. B. Byington,	G. P. A.,	St. Louis, Mo.
Michigan Central.....	Thos. Frazer,	G. T. A.,	Detroit, Mich.	Oliver Macy,	Gen. Rec.,	Detroit, Mich.
Mich. Sou. & Nor. Ind...	C. P. Leland,	G. P. A.,	Chicago, Ill.	J. H. Hinkley,	Cashier,	Chicago, Ill.
Milwaukee & St. Paul...	A. V. H. Carpenter,	G. P. A.,	Milwaukee, Wis.	A Cary,	Treasurer,	Milwaukee, Wis.
Enclose Reports to....	J. P. Whaling,	Auditor,	Milwaukee, Wis.			
Mineral Point.....	G. W. Cobb,	Supt.,	Mineral Point, Wis.	G. W. Cobb,	Supt.,	Mineral Point, Wis.
Mine Hill & Sch. Haven.	John Welch,	G. T. A.,	Philadelphia, Pa.	Samuel Bradford,	Treasurer,	Philadelphia, Pa.
Mississippi Central.....	S. E. Carey,	G. T. A.,	Water Valley, Miss.	A. J. McConnico,	Secretary,	Water Valley, Miss
Mississippi & Tennessee.	C. P. Oakley,	G. T. A.,	Memphis, Tenn.	S. H. Lamb,	Treasurer,	Memphis, Tenn.
Missouri Valley.....	Joseph S. Ford,	Secretary,	St. Joseph, Mo.	Joseph S. Ford,	Treasurer,	St. Joseph, Mo.
Mobile & Atlanta.....	C. L. Fitch,	G. P. A.,	Montgomery, Ala.			
Mobile & Ohio.....	B. W. Foster,	G. T. A.	Mobile, Ala.	O. S. Beers,	Auditor,	Mobile, Ala.
Morris & Essex.....	J. T. Hough,	G. T. A.,	Hoboken, N. J.			
Muscogee.....	D. Appler,	G. T. A.,	Columbus, Ga.	J. M. Bivins,	Treasurer,	Columbus, Ga.
Nashville & Chattanooga	Isaac Litton,	G. T. A.,	Nashville, Tenn.	F. A. Gaines,	Treasurer,	Nashville, Tenn.
Nashville & Decatur....	J. W. Rockwell,	G. T. A.,	Nashville, Tenn.	F. Hardeman,	Treasurer,	Nashville, Tenn.
Nashville & N. Western	J. D. Maney,	G. T. A.,	Nashville, Tenn.	H. L. Claiborne,	Treasurer,	Nashville, Tenn.
Naugatuck.....	A. Y. Beach,	G. T. A.,	Bridgeport, Conn.	H. Nichols,	Treasurer,	Bridgeport, Co n.
N. H. & Northampton...	E. A. Ray,	G. T. A.,	New Haven, Conn.	C. N. Yeamans,	Supt.,	Westfield, Mass.
N. J. R'way & Trans. Co.	F. W. Rankin,	Secretary,	Jersey City, N. J.	H. J. Southmayd,	Treasurer,	111 Liberty St., N. Y.
New London Northern..	John H. Heath,	G. T. A.,	New London, Conn.	Robt. Coit, Jr.,	Treasurer,	New London, Conn.
N. O., Jackson & Gt. Nor.	Ed. Ware,	G. T. A.,	New Orleans, La.	R. S. Charles,	Treasurer,	New Orleans, La.
New York Central.....	C. H. Kendrick,	G. T. A.,	Albany, N. Y.	E. D. Worcester,	Treasurer,	Albany, N. Y.
N. Y., Harlem & Albany.	W. J. Van Arsdale,	G. T. A.,	New York City.	C. Vanderbilt, Jr.,	Treasurer,	New York City.
New York & N. Haven..	Jacob Mendel,	G. T. A.,	New York City.	J. T. Shelton,	Treasurer,	New York City.
Northern (N. H.).....	A. C. Warren,	G. T. A.,	Concord, N. H.	A. C. Warren,	G. T. A.,	Concord, N. H.
Northern (N. J.).....	Andrew Corsa,	G. T. A.,	New York City.	O. A. Roorbach,	Treasurer,	New York City.
North Carolina.....	P. D. Swaim,	G. T. A.,	Company Shops, N.C.	W. A. Caldwell,	Treasurer,	Company Shops, N.C.
North Missouri.....	A. W. Millspaugh,	G. T. A.,	St. Louis, Mo.	Chas. Taussig, Sr.,	Treasurer,	St. Louis, Mo.
North Pennsylvania.....	Ellis Clark,	Gen. Agent,	Philadelphia, Pa.	Ellis Clark,	Gen. Agent,	Philadelphia, Pa.
Northern Central.....	Ed. S. Young,	G. P. A.,	Baltimore, Md.	J. S. Lieb,	Treasurer,	Baltimore, Md.
N. W. Union Packet Co.	Wm. Rhodes,	Secretary,	St. Paul, Minn.	Wm. Rhodes,	Treasurer,	St. Paul, Minn.
Ogdensburg & L. Cham..	E. H. Ladd,	G. T. A.,	Malone, N. Y.	H. A. Church,	Treasurer,	Malone, N. Y.
Oil Creek.....	F. A. Phillips,	G. T. A.,	Corry, Pa.	F. A. Phillips,	G. T. A.,	Corry, Pa.
Old Colony & Newport..	Jacob Sprague, Jr.	G. T. A.,	Boston, Mass.	J. M. Washburn,	Treasurer,	Boston, Mass.
Ohio & Mississippi.....	C. E. Follett,	G. T. A.,	St. Louis, Mo.	P. Van Deursen,	Auditor,	Cincinnati, O.
Ontario Steamboat Co...	W. B. Phelps,	Chief Clerk,	Oswego, N. Y.	H. N. Throop,	Treasurer,	Oswego, N. Y.
Orange & Alexandria....	J. M. Broadus,	G. T. A.,	Alexandria, Va.	J. H. Reid,	Treasurer,	Alexandria, Va.
Oswego & Syracuse.....	C. G. Shead,	G. T. A.,	Oswego, N. Y.	C. G. Shead,	G. T. A.,	Oswego, N. Y.
Ottawa & Prescott.....	J. G. Leslie,	Secretary,	Ottawa, C. W.	Thos. Reynolds,	Man. Dir.,	Ottawa, C. W.
Overland Stage Route...	Theo. F. Wood,	G. T. A.,	New York City.	Theo. F. Wood,	Cashier,	New York City.
Pacific (Missouri).....	W. O. Lewis,	G. T. A.,	St. Louis, Mo.	J. C. Porter,	Treasurer,	St. Louis, Mo.
Pennsylvania.....	H. W. Gwinner,	G. T. A.,	Philadelphia, Pa.	T. T. Firth,	Treasurer,	Philadelphia, Pa.
People's Line Steamboats	John C. Hewitt,	G. T. A.,	Pier 41, N. R., N. Y.	J. C. Hewitt,	G. T. A.,	New York City.
Peoria, Pekin & Jackson.	John S. Cook,	G. T. A.,	Pekin, Ill.	Robt. Popkess, Sr.,	Cashier,	Pekin, Ill.
Petersburg.....	W. H. Brown,	G. T. A.,	Petersburg, Va.	D. G. Potts,	Treasurer,	Petersburg, Va.
Philadelphia & Erie.....	D. M. Boyd, Jr.,	Asst. G.T.A.,	Philadelphia, Pa.	T. T. Firth,	Treasurer,	Philadelphia, Pa.
Philadelphia & Reading.	John Welch,	G. T. A.,	Philadelphia, Pa.	Sam'l Bradford,	Treasurer,	Philadelphia, Pa.
Philadelphia & Trenton.	J. W. Gore	G. T. A.,	Philadelphia, Pa.	J. P. Norris,	Treasurer,	Philadelphia, Pa.
Phila., Wilm. & Balt....	Geo. A. Dadmun,	G. T. A.,	Philadelphia, Pa.	A. Horner,	Treasurer,	Philadelphia, Pa.
Pitts., Ft. Wayne & Chi.	F. R. Myers,	G. P. A.,	Pittsburg, Pa.	J. P. Farley,	Auditor,	Pittsburg, Pa.
Enclose Reports to....	J. P. Farley,	Auditor,	Pittsburg, Pa.			
Pittsburg & Connellsville	J. R. King,	G. T. A.,	Pittsburg, Pa.	John H. Page, Jr.,	Treasurer,	Pittsburg, Pa.

NAMES OF ROADS.	NAME AND ADDRESS *Of person in charge of General Ticket Department, and to whom Ticket Reports should be addressed, unless otherwise noted.*			NAME AND ADDRESS *Of person to whom remittances for Balances should be made, and on whom drafts for Balances should be drawn.*		
	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Pitts., Cin. & St. Louis..	S. F. Scull,	G. T. A.,	Steubenville, O.	J. G. Morris,	Treasurer,	Steubenville, O.
Plattsburg & Montreal..	D. C. Boynton,	G. T. A.,	Plattsburg, N. Y.	D. C. Boynton,	Treasurer,	Plattsburg, N. Y.
Portland & Kennebec ...	J. W. Clapp,	G. T. A.,	Augusta, Me.	J. W. Clapp,	G. T. A.,	Augusta, Me.
Portsmouth, Gt. F. & C..	N. W. Wells,	G. T. A.,	Great Falls, N. H.	A. A. Perkins,	Treasurer,	Great Falls, N. H.
Providence & Worcester.	W. M. Durfee,	G. T. A.,	Providence, R. I.	J. R. Balch,	Treasurer,	Providence, R. I.
Railroad Transit Co.....	A. B. Safford,	Treasurer,	Cairo, Ill.	A. B. Safford,	Treasurer,	Cairo, Ill.
Raleigh & Gaston.....	Jas. M. Pool,	Auditor,	Raleigh, N. C.	W. W. Vass,	Treasurer,	Raleigh, N. C.
Raritan & Delaware Bay	J. E. Ralph,	G. T. A.,	Red Bank, N. J.	W. T. Giles,	Auditor,	Red Bank, N. J.
Reading & Columbia....	E. F. Keever,	G. T. A.,	Columbia, Pa.	J. B. White,	Treasurer,	Columbia, Pa.
Rensselaer & Saratoga ..	Otis N. Crandall,	G. T. A.,	Troy, N. Y.	H. C. Lockwood,	Treasurer,	Troy, N. Y.
Rich., Fred. & Potomac..	J. B. Gentry,	G. T. A.,	Richmond, Va.	J. B. Winston,	Treasurer,	Richmond, Va.
Rome, Watertown & Ogd.	H. T. Frary,	G. T. A.,	Watertown, N. Y.	J. A. Lawyer,	Treasurer,	Watertown, N. Y.
Rutland & Burlington...	W. H. Bryant,	G. T. A.,	Rutland, Vt.	J. M. Haven,	Treasurer,	Rutland, Vt.
St. Louis, Iron M. & Sou.	W. R. Allen,	G. T. A.,	St. Louis, Mo.	L. B. Clark,	Treasurer,	St. Louis, Mo.
St. Louis, Jack. & Chic..	C. M. Morse,	Supt.,	Jacksonville, Ill.	D. B. Howard,	Treasurer,	Jacksonville, Ill.
St. Paul & Pacific (1st D.)	J. H. Randall,	G. T. A.,	St. Paul, Minn.	S. S. Breed,	Cashier,	St. Paul, Minn.
Sandusky, Mans. & New.	H. M. Bronson,	G. T. A.,	Sandusky, O.	L. P. Wheelock,	Treasurer,	Sandusky, O.
Seaboard & Roanoke....	E. G. Ghio,	G. T. A.,	Portsmouth, Va.	Richard Walke,	Treasurer,	Norfolk, Va.
Selma & Meridian.....	R. S. Stedman,	G. T. A.,	Selma, Ala.	A. Y. Sharpe,	Treasurer,	Demopolis, Ala.
Selma, Rome & Dalton..	Edgar Vliet,	G. T. A.,	Selma, Ala.	J. F. DeCamp,	Cashier,	Selma, Ala.
Shore Line.....	S. G. Johnson,	G. T. A.,	New Haven, Conn.	W. T. Bartlett,	Treasurer,	New Haven, Conn.
South Carolina.....	L. C. Hendricks,	G. T. A.,	Charleston, S. C.	J. R. Emery,	Auditor,	Charleston, S. C.
Syracuse, Bing. & N. Y..	O. Welch,	G. T. A.,	Syracuse, N. Y.	Geo. Haven,	Supt.,	Syracuse, N. Y.
Terre Haute & Indianap.	R. A. Morris,	Secretary,	Terre Haute, Ind.	R. A. Morris,	Secretary,	Terre Haute, Ind.
Tioga	A. C. Stearns,	Gen. Agent,	Corning, N. Y.	A. C. Stearns,	Gen. Agent,	Corning, N. Y.
Toledo, Logansp. & Bur.	N. Southard,	G. T. A.,	Logansport, Ind.	Jas. Kooken,	Treasurer,	Logansport, Ind.
Toledo, Peoria & Warsaw	W. E. Main,	G. T. A.,	Peoria, Ill.	Thos. Higbie,	Treasurer,	Peoria, Ill.
Toledo, Wabash & West.	J. U. Parsons,	G. T. A.,	Toledo, O.	J. N. Drummond,	Treasurer,	Toledo, O.
Troy & Boston.....		G. T. A.,	Troy, N. Y.	D. Robinson,	Treasurer,	Troy, N. Y.
Utica & Black River....	C. B. Petheram,	G. T. A.,	Utica, N. Y.	C. B. Petheram,	G. T. A.,	Utica, N. Y.
Union Pacific.....	J. Budd,	G. T. A.,	Omaha, Neb.	W. C. Lindsay,	Cashier,	Omaha, Neb.
Union Pacific (E. D.)....	J. M. Webster,	G. T. A.,	Lawrence, Kan.	W. J. Palmer,	Treasurer,	St. Louis, Mo.
Enclose Reports to.....	S. T. Smith,	Auditor,	St. Louis, Mo.			
Vt. Cent. and Vt. & Can.	M. G. Elliott,	G. T. A.,	St. Albans, Vt.	Sam'l Williams,	Treasurer,	St. Albans, Vt.
Vermont & Massachusetts	B. N. Bullock,	Chief Clerk,	Fitchburg, Mass.	B. N. Bullock,	Chief Clerk,	Fitchburg, Mass.
Vicksburg & Meridian...	G. D. Laurence,	G. T. A.,	Vicksburg, Miss.	N. G. Bryson,	Treasurer,	Vicksburg, Miss.
Virginia Central.....	See Chesapeake &	Ohio R'way.				
Western & Atlantic.....	W. R. Webster,	Pass. Clerk,	Atlanta, Ga.	W. W. Clayton,	Treasurer,	Atlanta, Ga.
Western Union.....	M. C. Harmon,	G. T. A.,	Racine, Wis.	C. E. Sargeant,	Cashier,	Racine, Wis.
W. Jer., C. May & Mill..	G. J. Robbins,	G. T. A.,	Camden, N. J.	F. B. Odenheimer,	Cashier,	Camden, N. J.
Wilmington & Man.....	J. L. Cantwell,	G. T. A.,	Wilmington, N. C.	Wm. A. Walker,	Treasurer,	Wilmington, N. C.
Wilmington & Weldon..	W. M. Poisson,	G. T. A.,	Wilmington, N. C.	J. W. Thompson,	Treasurer,	Wilmington, N. C.
Winona & St. Peter.....	A. J. Mead,	G. T. A.,	Winona, Minn.	A. J. Mead,	Cashier,	Winona, Minn.
Enclose Reports to....	T. P. Hart,	Auditor,	Chicago, Ill.			
Worcester & Nashua....	Geo. S. Wright,	G. T. A.,	Worcester, Mass.	Geo. S. Wright,	Chief Clerk,	Worcester, Mass.

NOTE.—The above is an Official List. Notice of change of Officers or corporate name of Road, should be sent to the undersigned, in order that the list may be kept correct. Any roads not included in the above may be inserted by notifying

SAMUEL POWELL, *Sec. N. G. T. Agents' Association*, **Chicago, Ill.**

THE JAPANESE CARD-TICKET.

This recently introduced article commends itself for the **Tickets and Checks of Railroad, Ferry, and Transportation Companies.**

It is as durable as Metal, is flexible, and can be furnished in a variety of colors.

☞ Adopted by many of the largest Railroad and Ferry Companies, who unhesitatingly pronounce it the most serviceable, and hence most economical article for Tickets and Checks they have ever seen or used. Samples and information furnished on application to

BERGEN & BAINBRIDGE,

No. 33 Beekman Street, N. Y. City.

N. B.—All Qualities and Colors of Card Stock on hand or promptly to order of any size desired.

TABLE OF RIVER AND LAKE DISTANCES.

MISSISSIPPI RIVER.

From
New Orleans, La., *to*

	Miles.
Donaldsonville, La.	80
Plaquemine, La.	100
Baton Rouge, La.	130
Port Hudson, La.	150
Bayou Sara, La.	160
Red River, La.	200
Natchez, Miss.	270
Vicksburg, Miss.	390
Young's Point, La.	400
Napoleon, Ark.	610
White River, Ark.	630
Helena, Ark.	710
Memphis, Tenn.	800
New Madrid, Mo.	975
Columbus, Ky.	1,030
Cairo, Ill.	1,050
Cape Girardeau, Mo.	1,100
St. Louis, Mo.	1,250
Mouth Missouri River	1,270
Alton, Ill.	1,275
Mouth of Illinois River	1,293
Louisiana, Mo.	1,334
Hannibal, Mo.	1,394
Quincy, Ill.	1,414
Keokuk, Iowa	1,458
Nauvoo, Ill.	1,473
Burlington, Iowa	1,505
Muscatine, Iowa	1,537
Rock Island, Ill.	1,597
Davenport, Iowa	1,597
Clinton, Iowa	1,640
Fulton, Iowa	1,642
Galena, Ill.	1,700
Dubuque, Iowa	1,720
Dunleith, Ill.	1,729
McGregor, Iowa	1,733
Prairie du Chien, Wis.	1,786
Lansing, Iowa	1,816
Lacrosse, Wis.	1,861
Winona, Minn.	1,895
Redwing, Minn.	1,976
Prescott, Wis.	2,006
Hastings, Minn.	2,009
St. Paul, Minn.	2,041
St. Anthony, Minn.	2,055

MISSOURI RIVER.

From
St. Louis, Mo., *to*

Mouth Missouri River	20
St. Charles, Mo.	45
Augusta, Mo.	76
South Point, Mo.	82
Washington, Mo.	84
Miller's Landing, Mo.	98
Hermann, Mo.	120
Portland, Mo.	141
St. Aubert, Mo.	151
Jefferson City, Mo.	174
Providence, Mo.	207
Rocheport, Mo.	220
Boonville, Mo.	232
Arrow Rock, Mo.	247
Glasgow, Mo.	264
Cambridge, Mo.	273
Brunswick, Mo.	299
Miami, Mo.	314
Berlin, Mo.	360
Lexington, Mo.	370
Wellington, Mo.	378
Camden, Mo.	398
Sibley, Mo.	406
Richfield, Mo.	420
Liberty, Mo.	435
Kansas City, Mo.	456
Parkville, Mo.	471
Leavenworth City, Kan.	495
Fort Leavenworth, Kan.	498
Weston, Mo.	505
Iatan, Mo.	518
Atchison, Kan.	532
St. Joseph, Mo.	565
Savannah, Mo.	583
Brownsville, N. T.	602
Nebraska City, N. T.	714
Omaha, N. T.	800
Council Bluffs, Iowa	802
Florence, N. T.	815
Desoto, N. T.	843
Sioux City, Iowa	1,050
Fort Vermillion, D. T.	1,129
Fort Randall, D. T	1,285
Fort Lookout, D. T.	1,335
Fort Pierre, N. T.	1,535

OHIO RIVER.

From
Cairo, Ill., *to*

Mound City, Ill.	4
Caledonia, Ill.	12
Metropolis, Ill.	37
Paducah, Ky.	48
Smithland, Ky.	60
Golconda, Ill.	75
Elizabethtown, Ill.	98
Caseyville, Ky.	118
Shawneetown, Ill.	128
Uniontown, Ky.	144
Mt. Vernon, Ind.	154
West Franklin, Ind.	166
Henderson, Ky.	180
Evansville, Ind	192
Newburg, Ind.	207
Enterprise, Ind.	221
Owensboro', Ky.	227
Rockport, Ind.	236
Troy, Ind.	255
Hawesville, Ky.	261
Cloverport, Ky.	275
Rome, Ind.	285
Concordia, Ky.	297
Leavenworth, Ind.	325
Amsterdam, Ind.	334
Brandenburg, Ky.	347
Bridgeport, Ind.	376
New Albany, Ind.	384
Louisville, Ky.	387
Jeffersonville, Ind.	388
Westport, Ky.	414
Madison, Ind.	428
Warsaw, Ky.	469
Rising Sun, Ind.	494
Aurora, Ind.	503
Lawrenceburg, Ind.	507
North Bend, Ohio	513
Claysville, Ky.	519
Covington, Ky.	529
Newport, Ky.	529
Cincinnati, Ohio	529
Pendleton, Ohio	532
Palestine, Ohio	546
Mechanicsburg, Ohio	563
Dover, Ky.	579
Maysville, Ky.	590
Manchester, Ohio	602
Rome, Ohio	616
Portsmouth, Ohio	643
Greenupsburg, Ky.	668
Ironton, Ohio	673
Guyandotte, W. V.	694
Millersport, Ohio	707
Gallipolis, Ohio	732
Pomeroy, Ohio	749
Racine, Ohio	756
Belleville, W. V.	804
Belpre, Ohio	822
Parkersburg, W. V.	822
Marietta, Ohio	835
Newport, Ohio	854
New Martinsville, W. V.	875
Elizabethtown, W. V.	898
Belluir, Ohio	907
Bridgeport, Ohio	911
Wheeling, W. V.	911
Steubenville, Ohio	934
Wellsville, Ohio	953
Beaver, Pa.	975
Rochester, Pa.	976
Freedom, Pa.	980
Economy, Pa.	986
Middleton, Pa.	994
Manchester, Pa.	1,003
Pittsburg, Pa.	1,005

ILLINOIS RIVER.

From
Mouth Illinois River, *to*

Grafton, Ill.	18
Hardin, Ill.	39
Naples, Ill.	83
Meredosia, Ill.	90
Beardstown, Ill.	107
Liverpool, Ill.	153
Pekin, Ill.	181
Peoria, Ill.	192
Rome, Ill.	210
Chillicothe, Ill.	214
Lacon, Ill.	227
Henry, Ill.	233
Peru, Ill.	263
Lasalle, Ill.	265
Ottawa, Ill.	280
Clarkson, Ill.	306
Dresden, Ill.	320

WHITE RIVER.

From
Mouth White River, *to*

St. Charles, Ark.	84
Warsaw, Ark.	141
Duvall's Bluff, Ark.	176
Des Arc, Ark.	210
Mouth Little Red River, Ark.	251
West Point, on Red River, Ark.	281
Augusta, Ark.	282
Newport, Ark.	351
Northfork, Ark.	496

ARKANSAS RIVER.

From
Mouth Arkansas Riv., *to*

Arkansas Post, Ark.	78
Pine Bluff, Ark.	199
Little Rock, Ark.	308
Pittsburg, Ark.	488
Van Buren, Ark.	582
Fort Smith, Ark.	591
Choctaw Agency, Ark.	691
Fort Gibson, Ark.	759

CUMBERLAND RIV.

From
Mouth Cumberland R., *to*

	Miles.
Dycusburg, Ky.	20
Eddyville, Ky.	45
Rock Castle, Ky.	57
Canton, Ky.	65
Linton, Ky.	77
Fort Donelson, Tenn.	97
Cumberland City, Tenn.	115
Palmyra, Tenn.	158
Clarksville, Tenn.	160
Nashville, Tenn.	205

TENNESSEE RIVER.

From
Mouth Tennessee R., *to*

Birmingham, Ky.	30
Highland, Ky.	45
Pice Bluff, Ky.	55
Paris, Ky.	70
Danville, Ky.	85
Point Mason, Ky.	91
Johnsonville, Tenn.	103
Mouth Duck River, Tenn.	126
Butt's Landing, Tenn.	131
Brodie's Landing, Tenn.	137
Perrysville, Tenn.	139
Brown's, Tenn.	144
Patriarch, Tenn.	154
Clifton, Tenn.	156
Saltillo, Tenn.	175
Savannah, Tenn.	183
Pittsburg Landing, Tenn	201
Eastport, Miss.	220
Florence, Ala.	250

KENTUCKY RIVER.

From
Mouth Kentucky Riv., *to*

Marion, Ky.	15
Lockport, Ky.	31
Monterey, Ky.	42
Frankfort, Ky.	68
Oregon, Ky.	87
Boonsboro', Ky.	101

LONG I. SOUND and CONNECTICUT RIV.

From
New York, *to*

New Rochelle, N. Y.	22
Mamaroneck, N. Y.	21
Port Chester, N. Y.	30
Greenwich, Conn.	34
Stamford, Conn.	37
Darien, Conn.	40
Norwalk, Conn.	48
Bridgeport, Conn.	57
New Haven, Conn.	75
Saybrook, Conn.	112
East Haddam, Conn.	123
Haddam, Conn.	127
Middle Haddam, Conn.	131
Middletown, Conn.	140
Hartford, Conn.	156

HUDSON RIVER.

From
NEW YORK, *to*

	Miles.
Fort Lee, N. Y.	10
Dobb's Ferry, N. Y.	27
Greensburg, Tarrytown, and Nyack, N. Y.	30
Haverstraw, N. Y.	37
Verplanck's Point, N. Y.	40
Peekskill and Caldwell's Landing, N. Y.	45
West Point, N. Y.	53
Fishkill, N. Y.	60
Newburg, N. Y.	63
New Hamburg, N. Y.	68
Milton and Hampton, N. Y.	70
Poughkeepsie, N. Y.	75
Hyde Park, N. Y.	80
Strattsburg, N. Y.	85
Rhinebeck and Kingston, N. Y.	90
Red Hook, N. Y.	95
Tivoli and Saugerties, N.Y.	100
Germantown, N. Y.	105
Catskill, N. Y.	112
Hudson and Athens, N.Y.	117
Kinderhook and Coxsackie, N. Y.	125
Schodack and New Baltimore, N. Y.	128
Coeyman's, N. Y.	130
Castleton, N. Y.	136
Albany, N. Y.	145
Troy, N. Y.	150

POTOMAC RIVER.

From
WASHINGTON, D. C., *to*

	Miles.
Alexandria, Va.	8
Fort Washington, Md.	14
Glymont, Va.	25
Cockpit Point, Va.	33
Shipping Point, Va.	36
Acquia Creek Landing, Va.	45
Mathias Point, Va.	60
Mouth St. Mary's River, Md.	103
Mouth Potomac River, Md.	112

ALABAMA RIVER.

From
MONTGOMERY, ALA., *to*

	Miles.
Washington, Ala.	13
Lowndesport, Ala.	23
Vernon, Ala.	31
Miller's Ferry, Ala.	40
Benton, Ala.	52
Selma, Ala.	81
Cahawba, Ala.	97
Elm Bluff, Ala.	102
Portland, Ala.	121
Bridgeport, Ala.	137
Canton, Ala.	142
Prairie Bluff, Ala.	152
Upper Peach Tree Landing, Ala.	163
Black Bluff Landing, Ala.	176
Lower Peach Tree Landing, Ala.	181
Bell's Landing, Ala.	197
Claiborne, Ala.	219
Gosport, Ala.	226
Gainestown, Ala.	235
French's Landing Ala.	243
James's Landing, Ala.	249
Tombigbee River, Ala.	289
Fort St. Philip, Ala.	311
Mobile, Ala.	333
Gulf of Mexico	363

RED RIVER.

From
LANESPORT, ARK., *to*

	Miles.
Fulton, Ark.	100
Conway, Ark.	200
Shreveport, La.	290
Natchitoches, La.	390
Alexandria, La.	470
Mouth of Red River, Mississippi River	620

LAKE DISTANCES.

Lake Erie.

		Miles.
From Buffalo, N. Y., *to*	Dunkirk, N. Y.	34
Do.	Erie, N. Y.	76
Do.	Cleveland, Ohio	170
Do.	Sandusky, Ohio	218
Do.	Toledo, Ohio	252
Do.	Detroit, Mich	253

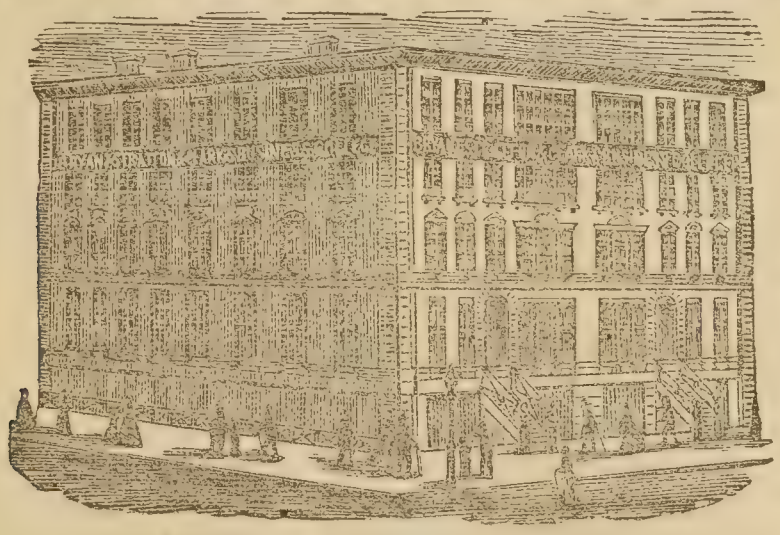
Lake Champlain.

From White Hall, N. Y., *to*	Burlington, Vt.	78
Do.	Plattsburg, N. Y.	103
Do.	Rouse's Point, Vt.	128

Lake Michigan.

From Chicago, Ill., *to*	Milwaukee, Wis.	85
Grand Haven, Mich.	Chicago, Ill.	100
Do.	Milwaukee, Wis.	85

THE BRYANT, STRATTON & CLARK BUSINESS COLLEGE.



EXTERIOR HAMILTON BUILDING.

13, 14, 15, 16 COURT STREET

(OPPOSITE CITY HALL),

BROOKLYN, L. I.

Mrs. W. H. CLARK, Proprietress.

RAILWAYS AND THEIR PROGRESS.

Appletons' New Railway Map.

As we have before stated, we have been for some time past engaged in getting up, on copper, a new Railway Map for the GUIDE, representing the railways of the United States and the Canadas, together with those of California; and it is our intention that it shall be the most perfect railway map ever published, and it alone will be worth five times the price charged for the GUIDE. Having been more or less connected with the railways of the country during the past fifteen years, and having, for an assistant in compiling and arranging the map, a gentleman who has been practically engaged in compiling maps during the past thirty years, we flatter ourselves that the map, like the GUIDE, will commend itself to the attention of all intelligent parties. We were in hopes that it would be finished in time to appear in the GUIDE with the spring changes of railway time-tables, but, in consequence of the truly wonderful progression of railways, together with the labor of bringing a work of the kind to the state of perfection we intend, the probability is that we may not be able to finish it in time to appear in the GUIDE previous to the summer months. We take this opportunity of thanking our railway friends and the traveling community for the interest they are manifesting in furnishing us with information in reference to railways and their progress; and, when the map does make its appearance, they will at a glance perceive that their attentions have not been thrown away, but fully appreciated.

Railway Time-Tables.

We would again take the opportunity of thanking those railway officers, who make it their business to furnish us with their time-tables *on time* as the changes are made in the time of the departure and arrival of their respective trains, for their promptness in so doing; and the fact of their attending so promptly to this most important duty which they owe to the *traveling community* is *prima facie* evidence that railroading is in their line. But when we occasionally receive complaints from travelers that the time-table of a certain road is incorrect, causing loss of both time and money to the traveler through the neglect of the officer of that road, it is to us (and must, of course, be to the traveler) *prima facie* evidence that railroading is not exactly in his line, and he is deficient in the organ of the value of both time and money; but, as we remarked in the January GUIDE, such persons are rapidly passing away, to be seen and heard of no more forever.

Appletons' Railway Guide on Railways.

In consequence of the demand for the GUIDE, it is impossible for the boys on the railways to keep a full supply on hand. A gentleman informed us, a few days since, that, when traveling on one of the roads, he saw the newsboy come in the cars with an armful of APPLETONS' RAILWAY GUIDES, returned from whence he came and got another, and in an hour afterward the newsboy informed him that he had not a copy left. There are thousands of travelers who want APPLETONS' RAILWAY GUIDE, and will take no other, and the result is, in many cases, in consequence of the boys not having a full supply, they are compelled to do without them. This can not be avoided, if travelers will not do as thousands and tens of thousands do, purchase their Guide previous to starting on their journey; they must expect to meet with disappointments, as it is impossible for the newsboys to make calculations for them. We would therefore again repeat, to prevent disappointment and vexation of spirit, purchase a copy of APPLETONS' RAILWAY GUIDE previous to commencing your journey.

The Suez Canal.

The Philadelphia *Press*, in speaking of this great enterprise, says:

This work, which is destined to play so prominent a part in the commercial world, and which must be credited to that shrewd but austere monarch, Napoleon III., is, along with our own Pacific Railways, approaching completion. The times set for their grand openings will be but a few months apart, and both will be events of the year. Anno Domini 1869 will be the commercial epoch of the century. It is easy to apprehend the design of the projectors of the Suez enterprise. It has for its object the restoration of Eastern commerce to the channels of the Mediterranean. The movement is deemed sagacious, but it is only so when we forget how that commerce was lost. Vasco de Gama destroyed Venice and the trade course of the world when he doubled the Cape of Good Hope. He opened to Western Europe the treasure-houses of India. The countries—first Holland and then England—that hesitated not to enter, have reaped golden harvests. The Suez Canal is therefore a blow at this monopoly of trade, and simply undoes for Western Europe all that the Portuguese discoverer did. Any reversion of commerce to the old channel must now benefit France. The Italian cities not only sank in importance when they lost their rich trade, but they can not, under existing circumstances, rise to the dignity of even a fair competition with those of France.

But, in weighing the consequences of so grand an enterprise, the more selfish motives of projectors should be left out of the question. Without selfishness, at least without the hope of personal or national gain, there would be neither projects nor projectors.

Abstractly speaking, the Suez Canal is a work well worthy the genius of the century. In its completion we shall find a strange counter-revolution in force of will and application of dynamical laws. More than two thousand years ago, at least two attempts were made to cut the Suez Isthmus. Why they failed, we know not; but their failure is remarkable. As conceptions, they were worthy the mind whence sprang the Pyramids. Engineering skill could not have been absent, for the Pyramids were completed; neither could tenacity of purpose have been wanting, for the Pyramids are as much monuments of patience as of ingenuity. We may well doubt whether modern science is adequate to the completion of a task such as they entailed. Yet it has taken up the unfinished work of Egypt's kings and made of it a monument as grand as those stately piles of the desert. Why antiquity could not build a canal is a problem which will be solved when it is shown why the present can not build a pyramid.

The mammoth proportions of the canal now in progress may be inferred from the immense cost of construction. It is supposed that 400,000,000 francs will complete it, or about $80,000,000, a sum much larger than what will be required to build and stock our trans-continental railways.

There has been but little flagging since the inception of the work, as the company started with a capital stock of 200,000,000 francs, and received indemnity and payments from the Egyptian Government equal to 100,000,000 more. A loan of 100,000,000 has been deemed necessary to fill the estimate of expenses. The charter of the company is comparatively liberal, and allows the opening of the canal to the transit of vessels of all nations, subject, however, to the rules of the company.

To show how, in matters of commerce, the best calculators are at fault, when the company was formed, in 1858, the maximum estimate of tonnage per annum was 3,000,000, and a charge of ten francs per ton was informally agreed upon, thus netting a revenue of 30,000,000 francs, or double as much as would be required to pay the interest, at five per cent., upon 300,000,000 francs, the interest-bearing expenditure. But to-day, from the best data afforded by all the circumstances, this estimate is regarded as more than one-half too low. The completed portion has already given a flattering impetus to trade, and large amounts of merchandise pass from sea to sea upon flat-boats, by way of the maritime canal to Lake Temsah, and thence to Suez by means of the old fresh-water canal.

Our word *canal* conveys but a limited idea of this gigantic water passage. Says the President of the Company, Ferd. de Lesseps: "It will be about 100 metres in breadth at the top, 22 at the bottom, and 8 in depth." We are called upon, then, to imagine an immense river connecting the two seas, 328 feet in width at the surface, 72 feet at the bottom, and 26 feet in average depth.

The success which is about to crown this effort affords encouragement to the projectors of a similar

work across the Isthmus of Panama. The difficulties, whether climatic or topographical, are not greater. Many of the routes proposed are shorter, and in nearly all of them Science may find herself assisted by natural water-courses.

Many persons imagine that the completion of the Suez Canal will seriously interfere with the trade of the Pacific Railway. While we can not doubt that classes of the East India trade, and perhaps a modicum of that from China and Japan, will prefer to seek the Mediterranean through the Red Sea and the Canal, the great bulk of Eastern commerce must find its way across this continent. Time is as much an element in commerce as profit, and by the middle of next summer the energy and liberality of American capitalists, aided by a generous Government, will have placed Liverpool within thirty-five days of Japan. Inviting as the continuous water-line *via* Suez may appear, at least sixty days will be required to make the trip between the above points. If we add to this the general desire to avoid trade courses through tropical countries, and the difficulties and dangers of Red Sea navigation, there is surely nothing in the future to create distrust concerning the effectiveness of the great American enterprise.

The world can not be too commercial. The millennium will not dawn until all nations and kindreds and tongues are brought together upon a common basis of fellowship. Every Pacific Railway, every Suez Canal, is but a link in the chain of the world's friendship. What will make Egypt again a land of corn and letters, can not impoverish us; on the contrary, it will serve to enrich and liberalize, for inasmuch as the prize is great, it will shoot out half a score of railways across the continent, and always serve to shear down the edges of monopoly.

The Last Eight Years.

Eight years ago, South Carolina promulgated the Ordinance of Secession, whereby that State dissolved its practical relations to the Union. What a volume in the history of the nation those eight years have written! Scarcely any country in all time has passed through so many great events in so short a period. The very structure of the Government has been radically changed. We have fought out the most formidable civil war that has occurred since the Christian era. Four millions of slaves have been emancipated, and a system of servitude, which had dominated the politics and dictated the policy of the Republic for half a century, has been blotted out forever.

In no department is the change more sensibly and seriously felt than in the finances of the country. When South Carolina entered upon this wild crusade, the Federal Government and the several States were almost free from debt. Now, in addition to the thousands of millions sunk at the South, and the vast sums wasted at the North during the rebellion, the Union owes a debt of nearly three thousand millions, while the obligations of States, counties, and cities, arising out of the same cause, tower to a startling height.

These immense expenditures and losses have cast unprecedented burdens upon all classes of the people. The price of living has, on the average, more than tripled, though the wages of labor, advancing with a slower step, have only doubled. The income which enabled one to live luxuriously before the war, will now scarcely suffice to bring the two ends of the year together. The poor feel the pinchings of a severe poverty, and the man of moderate means can barely meet current demands through assiduous industry and rigid economy. Old men, who, by years of toil and frugality, fondly hoped they had laid up in store a sufficiency for their declining days, find themselves compelled to resume active pursuits, that they may eke out their existence; while young men, who are now commencing to fight the life-battle, are learning that they are citizens of a very different country from that in which their fathers dwelt when they attained *their* majority.

In nothing, however, has the great revolution produced such bewildering changes as in its effect upon the public men of the time. Statesmen and politicians, whose word, anterior to the rebellion, had long been obeyed as irrevocable law in the councils of the Government and the conventions of parties, have lapsed into oblivion, or wander as fugitives in their own or foreign lands, with the mark of Cain on their foreheads. Davis, Slidell, Mason, Toombs, Hunter, Stephens, Benjamin, and their compeers, at whose beck rulers rose and fell, and parties organized and disbanded—where and what are they now? Indeed,

who cares where and what they are? Practically they are as dead to-day as they will be on the opening morning of the twentieth century.

On the other hand, a new generation of men has risen up to take the seats of those whom the late bloody convulsion pushed from their stools. Probably no names are more generally known throughout the civilized world than those of Lincoln, Grant, Sherman, Stanton, and Farragut. All have acquired fame since the firing of the Sumter gun. Lincoln was then entering upon the experiment of seeing whether an almost unknown politician, from an obscure Western village, could save a great Republic just plunging into a civil war of unprecedented dimensions. The very names of Grant and Sherman were unknown to one in ten thousand of the best-informed citizens of the Union. Stanton was quietly pursuing the profession of the law in Washington, while Farragut was an unheralded Captain in the navy. There is scarcely an intelligent man now dwelling in any foreign land who is not familiar with their great deeds, while their genius has shaped the destinies of their own country for the last eight years, and will continue to exert a moulding influence upon its institutions through a long future.

Emerging from this period of great trials, the Republic, inspired by new ideas and guided by new men, is prepared to enter upon an unprecedented career of power and glory.—*N. Y. Sun.*

Opening of the Albany & Susquehanna Railway.

The completion and opening of this important line of railway, which took place January 12th, was celebrated with a grand excursion and banquet. The special correspondent of the *Sun* says:

Fully twenty-five hundred people arrived here this afternoon in five trains from Albany and points along the line, and were heartily welcomed by the citizens. The new road runs from Albany to Binghamton in nearly a direct line, a distance of 142 miles. It traverses a region hitherto inaccessible except over long and tedious turnpikes, and whose productiveness has remained undeveloped to its fullest extent for want of easy communication with the various centers of traffic. Beginning at Albany, the road steadily ascends for a distance of fifty-five miles, first passing across the table-lands lying under the Helderburg hills, a spur of the Catskills, then running through the deep ravine of the "Mad Creek," and stretching down the fertile valley of the Schoharie. The summit of the grade is reached near East Worcester, the elevation being 960 feet above Albany. The ridge here divides the waters of the Hudson from those of the Susquehanna, whose sources, however, are but a few feet apart. The story is told that a Dutchman named Berver, at East Worcester, lives on the spot where two rivers rise, running in opposite directions. An ox standing on the top of the ridge in his land will fill the space between the spring of the Schenevus, which flows into the Susquehanna, and the spring of the Cobleskill, which finds its way to the Hudson. From Worcester the road descends, crosses the Susquehanna five or six times, and at about fifteen miles this side of Binghamton enters a tunnel 2,200 feet in length—the longest one in the State. It was commenced in 1853, and the mason work about it is still unfinished. The last ten miles of the track is laid upon the side-hill overlooking the Chenango valley, which offers the most charming scenery of any portion of the route.

This new railway opens up a rich region of farm and wood lands. Much of it is a grain-producing tract, and the Company claims that not a mile of waste soil is to be found upon the line. The water-power advantages are also considerable.

To the inhabitants along the road the benefits arising from its final completion will be great. A new stimulus for thrift and enterprise in developing the resources of that section is now offered, and already the spirit of its people is beginning to show itself. Farms have risen in value and importance, houses and villages upon the line are springing up, and business is on the increase. The cities of Albany and Binghamton—the termini of the road—will also derive great advantages from it. The distance by rail from the latter city to the Hudson is lessened eighty miles, and the roundabout trip by way of Syracuse avoided. Albany hopes some day to get coal directly from the Pennsylvania mines by the new route. The *Binghamton Republican* says:

"Those who from distant points may do business by this road will derive a benefit from the compe-

titive rates of tariff, while those who do local business will have the advantages of markets from which they have heretofore been almost entirely excluded. But no class of shippers will be as much benefited as dealers in live-stock, who, by shipping their freight over this new line, will have the advantage of both Albany and New-York markets. Particularly in the season of navigation on the Hudson will this be the case, for, in the event of an unfavorable market at Albany, the freight can be easily transferred, at cheap rates, from there to New York.

"That the road will be a paying one has been demonstrated already. It has been made to pay while in an unfinished state, without the many advantages it will have now that it is finished."

In the course of a year or more, three or four railways will intersect the Albany and Susquehanna road. At Sidney Plains the Midland road will cross, running from Otsego to New York. The Cooperstown road will intersect at Colliersville; the Middleburg and Schoharie Valley road at Schoharie. A road is also projected from Sharon Springs to Cherry Valley. All these roads will be of great value to the central part of the State when completed.

The first trip over the entire line of the Albany and Susquehanna Railway was made on the last day of December, 1868. The man who deserves honor more than any other for carrying this enterprise through against seeming impossibilities is universally admitted to be the President of the Company, Senator Ramsey, of Albany. The road is broad gauge, and it is known that the Erie Railway Company are desirous of getting control of it.

The Excursion.—The road finished, Tuesday, Jan. 12th, was the day appointed by the Company for a general jubilee over the event. Five thousand tickets were issued to the inhabitants all along the line, and thirty coaches were provided for a grand excursion to Binghamton. The day was unpromising, but the numbers that flocked to the trains showed that weather was considered a minor matter on such an occasion. Two trains left Albany—one at 8 A. M., and the other of twelve cars, containing the directors and invited guests, at 9½ A. M. Trains for the inhabitants on the route started from Cobleskill and Oneonta. The last train from Albany carried about 800 excursionists, and was drawn by two engines decorated with flags. Among the notables on board were President Ramsey, ex-Speaker D. C. Littlejohn, Judge Peckham, Hon. Lyman Tremain, J. B. Ford, Esq., the Mayor of Troy, a majority of the members of the Legislature, a delegation of railroaders from Scranton, Pa., and a hundred or more others whose names were not ascertained. The enthusiasm of the denizens of the regions about the new thoroughfare was unbounded as the excursion trains passed along. At Knowersville and Schoharie, flags were hung out, and a large crowd gathered around the train. At Cobleskill the excursion was greeted with cheers, firing of a small cannon, display of bunting, and loud cries for "Hoffman." The Governor not being an excursionist, the rural districts were disappointed in their anticipations of seeing and hearing him. At length the day wore away, the beauties of the scenery along the route faded into the night, and Binghamton was reached at 5.30 o'clock.

The Banquet in Binghamton.—Notwithstanding the lateness of the hour, it seemed as if all Binghamton had come down to the depot to welcome the last train bearing the dignitaries. The citizens had prepared a banquet at Firemen's Hall for the reception of the Albanians and others, and upon their arrival they were marched up, headed by a band of music, to the tables of milk and honey which the excursionists for hours had longed to reach. Unfortunately for many, only the holders of tickets could enter the banquet-hall, which was capable of accommodating but 500 persons at a time. But, in anticipation of the throng of strangers that would flock into the city, refreshments were provided for the unticketed in the halls of the State House, and none went unfed.

At Firemen's Hall the tables were quickly filled, and the sumptuous feast quailed under the vigorous attack of 500 knives, forks, and spoons. The appreciation for the good things of the banquet was very marked. The sight of the famishing patrons of the great Albany & Susquehanna Railway disposing of the feast would have been a wonder to the indifferent spectator, had such a one been present. Binghamtonians did themselves credit in getting up the collation, and Albanians showed equal enterprise in getting it down.

At length the sound of cutlery ceased, and toasts and speeches were announced.

The banquet was presided over by Judge Balcom, of Binghamton, and about him at an upper table

were seated the Directors of the Company and invited guests. Order having been obtained, the President introduced the Hon. George Bartlett, of Binghamton, who in the name of its citizens welcomed the excursionists, and congratulated all on the success of the great enterprise the completion of which they were celebrating. President Ramsey was next called out and received with great applause. He gave a history of the work, and claimed that the honor which had been ascribed to him was equally due to many others. The Hon. D. C. Littlejohn made a stirring speech, as did Senator Snow, Mr. Wilbur, Mr. McFarland and others. J. B. Davis, Esq., replied for the Erie Road, and Judge Bentley for the State of Pennsylvania.

The meeting, which was marked by great enthusiasm, public spirit, and kindly feeling between men of all parties, broke up reluctantly at a late hour, to be remembered hereafter by many as an event from which to date their own prosperity and that of a hitherto unblessed region of their State.

The excursionists returned by trains on the same evening and on the following morning. The hospitality of the citizens of Binghamton was extended to those whom the hotels could not accommodate. Regular trains on the Albany and Susquehanna Road will commence running on Jan. 14th. The time of travel from one end to the other is six hours and a half.

We take this opportunity of returning our thanks to Mr. S. E. Mayo the General Ticket Agent of the road for his promptness in furnishing us with the time-table of the road in *manuscript*, received January 12th. Mr. Mayo has ever by his actions proven that he is a faithful officer of the road, and the following letter, which we copy *verbatim*, will show the traveling community that, if the time-table of the Albany & Susquehanna Railway is not correctly represented in the GUIDE, it will not be the fault of the General Ticket Agent:

ALBANY & SUSQUEHANNA RAILWAY, GENERAL TICKET OFFICE,
ALBANY, *January* 11, 1869.

G. F. THOMAS, ESQ., *Editor of Appletons' Railway Guide:*

Dear Sir: The inclosed is the first copy out of our new time-table commencing January 14, 1869. I have taken the liberty to make it out in the shape I would like it to appear in the GUIDE. I hope it will be in time for the second edition this month, or, if not, that it will keep company next month with the *map*. Yours truly, S. E. MAYO, *General Ticket Agent.*

If *every* General Ticket Agent, or those whose duty it is, to the traveling community, to furnish us with their time-tables when changes are made in the time of the departure and arrival of their respective trains, would be equally as prompt as Mr. Mayo (and we may add, many others are, and always have been), the traveler would never have cause of complaint in reference to APPLETONS' RAILWAY GUIDE.

Map of the New York & Erie Railway.

The attention of our readers is directed to the map of the New York & Erie Railway, which they will find on pages 82 and 83 of the GUIDE. We expect that our next number will contain a full two-page map representing this great line of railway, and its connections to and through all the principal parts from New York, West, Northwest, and South. The *Chicago Tribune*, in speaking of the anticipated and nearly completed arrangements of this well-managed railway, says:

"1. An extension to Cincinnati by the Atlantic and Great Western Railway, extending from Salamanca, a station on the Erie road, to Cincinnati *via* Cleveland.

"2. To Chicago, by the Columbus, Chicago, and Indiana Central road, connecting at Urbana, Ohio, with the Atlantic and Great Western, and thence to Chicago.

"3. To St. Louis, by the Ohio and Mississippi Railway, between Cincinnati and St. Louis.

"4. An extension to the Missouri River by the Chicago, Rock Island, and Pacific Railway. The Atlantic and Great Western road is a broad gauge, and by laying a third rail, broad gauge, from Urbana to Chicago, there will be the means of through freight from here to New York. With these connections permanently secured, the Erie road will be practically extended for freight to Chicago, St. Louis, and Cincinnati, and its passenger line to Omaha."

The *Cleveland Herald*, in speaking of the recent election of officers of the Cleveland & Pittsburg Railway, says: "The annual election of officers for the Cleveland & Pittsburgh Railway for the ensuing year was held in this city on Wednesday afternoon, and resulted in the choice of the following Board of Directors; J. N. McCulloch, Pittsburg; James F. Clark, Cleveland; J. Graham Gardner, Cincinnati; E. Gest, Cincinnati; J. J. Gest, Cincinnati; B. F. Jones, Pittsburg; Joseph Stickney, Wilkesbarre, Pa.;

W. H. Denham, New York; N. Millard, New York; N. A. Prentiss, New York; John D. Taylor, New York. The election was a very important one, and created a good deal of interest among railway men throughout the country. The contest was principally between the Erie managers and the old officers, and was won by the former. The particular object of the Erie folks in getting control of the road is not exactly known, though it is surmised that it was to obtain the use of the Union passenger depot, and thus compete with the Lake Shore. The C. & P. road own one-third of the depot, and by getting control of that road the Erie people can lay a third rail from Newburg and run their cars into the depot, and, by thus connecting with the A. & G. W., compete with the Lake Shore road in through passengers and freight to New York. The move has been skilfully worked, as the success of the Erie interest proves, the Board standing nine for Erie and three for the old management."

The *New-York Tribune*, in speaking of the enterprising spirit of the present managers of this great line of railway says: "The Erie Railway have failed in their efforts to secure a lease of the Cincinnati, Hamilton & Dayton Railway, and will at once proceed to build a road from Cincinnati to Dayton, in order to perfect their arrangements with the Atlantic and Great Western Road for a through route to St. Louis."

We would take this opportunity to return our thanks, and, we may add, those of the traveling community, to Wm. R. Barr, Esq., for the able and comprehensive manner in which the time-tables of the Erie Railway are represented in the GUIDE. By turning to pages 100–103, the traveler will perceive that each and every branch of road is thoroughly represented. It affords us much pleasure to be able to state that Mr. Barr has never been behind time with his time-tables, and we have never received a complaint from a traveler in reference to the road in any way, manner, or form, and we can bear personal evidence that we never traveled on the Erie Railway when we could not find plenty of APPLETONS' RAILWAY GUIDES to supply the anxious traveler. In fact, we are willing to certify, so far as our experience and knowledge extend, that all connected with the Erie Railway are railroad men, and that railroading is certainly *their* forte.

The East River Bridge.—New York to Brooklyn.

He was a profounder and more philosophic Teuton than Hegel or Kant who observed that "dere neber horse run so fast but some oder man's horse run faster." Rapidly as the American people have dimmed the luster of former achievements of mechanical genius in the glory of more recent triumphs of constructive skill, we are about to witness a new proof, that in the life of the nation, as in that of individuals, all that has been done is but the preparatory education for what can now be done. The invention of the steam-engine by Watt prepared the way for the steamboat by Fulton. The discovery of the identity of lightning and electricity by Franklin led to the telegraph by Morse. Roebling's beautiful suspension bridge at Niagara must in like manner have preceded his present plan for uniting the fourth metropolis in the world with the third city of the Union by one of the most magnificent architectural structures of all time, and a more stupendous erection in its line than has ever yet been conceived or executed. Mr. Roebling has furnished a design for the East River Bridge, which is now open for inspection.

Toward its erection on this plan, the Common Council of the City of Brooklyn have voted to take $3,000,000 of the Company's stock on the same terms as other shareholders, and the Board of Councilmen of this city recently voted to subscribe $1,500,000. We believe the bridge will be built. It will take rank among the wonders of the world. In utility it ranks with the few first works of ancient or modern times—the aqueducts of Rome, the dikes of Holland, and our own great railways. In magnitude, beauty, and the honor it will confer on its builders, as a people who cultivate and honor high art, it will rise signal and solitary in its preëminence, like the Parthenon at Rome, the Colossus at Rhodes, or the Pyramids. As never before in the world's history have there been two so large cities thus wedded and welded together in their populations and interests, yet physically separated by so noble a channel of water, so there could never until now be the need or the opportunity for a structure so grand and graceful. Had there been, it is doubtful if it could, until a very recent date, have been constructed. In

total length, 3,862 feet, this structure will surpass the famed bridge erected by the Emperor Trajan over the Danube, and which was burned by the Emperor Hadrian out of envy at the immortality it had conferred on his predecessor, and ambition to be as long remembered for its destruction as Trajan for its erection. But that was of wood, resting on 20 stone turrets, 150 feet in height, and 170 feet apart, while this spans, in the clear, a distance of 1,600 feet, at a height midway of 130 feet, with a bridge 80 feet wide, capable of sustaining 15,000 tons. The Suspension Bridge at Niagara is 245 feet above the water, and is estimated to be capable of holding 12,000 tons, but its span is only 821 feet, or about half that of the East River Bridge. The Victoria Tubular Iron Bridge of Montreal, which has heretofore been the wonder of American architecture, exceeds it in mere length and weight, being 6,600 feet long, and capable of holding 22,000 tons. It, however, rests upon 24 piers, or solid abutments, and is of moderate height, thus lacking the gigantic span and giddy altitude which will form the impressive features of the East River Bridge. The Britannia Wrought-Iron Bridge, which crosses the Menai Straits, and through which runs the Chester and Holyhead Railway, at a height of 103 feet, was erected by the great Stephenson. It is 1,378 feet long, but is divided into four spans, two of 230 feet each, and two of 459 feet each. It lacks 220 feet of the length and 27 feet of the height of the East River Bridge, and makes four spans instead of one. The Wheeling Bridge, over the Ohio, which blew down in May, 1854, had a span of 1,010 feet. Waterloo Bridge, at London, is 1,240 feet in length, and is sustained by nine elliptical granite arches. The High Bridge, over the Harlem River, has a total length of 1,450 feet, the top of the parapet is 114 feet above high water, and it is sustained by 14 semicircular arches. Comparing all these figures with those of the proposed East River Bridge, we find that, taking all its features into account, the great height, the enormous span, the solidity and strength required for the vast burden of travel it must bear, it is not only unequaled but unrivaled by any past achievement in bridge architecture. All that has hitherto been done in this field of art only serves to demonstrate that this can be done.

The two suspending towers on which the main cables are hung, are 263 feet above high tide, which is 60 feet higher than the spire of St. Paul's (from its base), 42 feet higher than Bunker Hill Monument, and lacks only 21 feet of being as high as the steeple of Trinity Church. As the level of the bridge is just half way between the surface of the water and the summits of the towers, the structure will be brought into commanding view, as the leading feature of the landscape, from almost any point on the upper or lower bay, the East River, or Long Island Sound, where the two cities are in sight. Travelers arriving on our shores will recognize, in its magnificent and beautiful proportions, a fit symbol of the aspiring and projecting genius of our people. It will symbolize at once union and courage, wealth and enterprise, industry and art, strength and grace.

The suspending towers, on which the bridge mainly rests, will be of stone. That on the Brooklyn side will be built in the river, near the shore, at the north end of the depot of the Fulton Ferry. The New York tower will be erected at the end of Pier No. 29, filling most of the space between Roosevelt Street Ferry and Pier No. 28. A glance at the map will show that from about the junction of Fulton and Main Streets, Brooklyn, over the points marked for these towers, to Chatham Street, at Tryon Row, in the City of New York, is a straight air-line. This is the line and length of the bridge. The cables which pass over the towers, and upon which the bridge hangs, are "anchored" at two structures of solid masonry, between the starting-point of the bridge on each side and the towers. The anchor-walls in Brooklyn cover the alley known as James Street, between Fulton, York, and Main Streets. The anchor-walls in New York are on the north side of Dover Street, between Cherry and Water Streets. The roadway of the bridge starts at the foot of Sands Street, Brooklyn, runs for a little way parallel to the easterly side of Fulton Street, taking off half the block there fronting on Sands and Fulton, down to the head of Main Street, where it turns to the left and starts on an air-line toward the new Court-House in New York City. The total length between the termini at Sands Street, Brooklyn, and Chatham Street, New York, is 3,862 feet. The New York approach is 1,441 feet in length, on an ascending grade of 3 44-100 feet to every 100 feet of distance until it reaches the tower. The length of the Brooklyn approach is 941 feet, on an ascending grade of 1 87-100 feet to every 100 feet of distance until it reaches the tower. Between the towers, the roadway would appear, at a casual glance, to be level, but it is 15 feet

higher in the center than at the towers. The deflection of the cables below the summits of the towers is, in summer, 130 feet. The elevation of the grade in the center of the span, in summer, is 133 feet above high tide. The elevation of the floor at the New York terminus is 36 feet, at the Brooklyn terminus, 63 feet.

The bridge and roadway are sustained entirely by wire cables pendant from the main cables. The plans show no stay-cables running from the bridge downward like those beneath the Niagara Bridge.

The roadway of the bridge is 80 feet wide, has but one floor, and has two broadways for common travel, each on the outer edge of the bridge, and 15 feet wide, including the sidewalk; between these are two passenger transits, each 13 feet wide, for cars propelled by an endless wire gauge and stationary engine; between these, and in the center of the bridge, is one elevated promenade, 15 feet wide, for such foot passengers as do not take either of the sidewalks in the two broadways before mentioned.

The cost of the entire structure, including land approaches, and, we presume, exclusive of right of way, is estimated at $8,000,000 in currency, or $6,000,000 in gold, which is $1,500,000 less than the cost of the Victoria Bridge at Montreal. A stock company is organizing, whose capital, we suppose, will be about $8,000,000, toward which the City of Brooklyn subscribes $3,000,000, if the rest shall be made up.

The population of Brooklyn has doubled every ten years for thirty years past. If it continues to grow at the same rate, its population in another ten years will be as great as New York has now. The limit of ferriage by steamers is nearly reached. The utmost skill on the part of pilots is required to avoid collisions. A recent terrible catastrophe, growing out of the number, frequency, and speed of the boats required to convey the travel between the two cities, warns us that measures commensurate with the magnitude of this travel must be taken to accommodate it, otherwise the growth of both cities will be retarded, the value of their real-estate will suffer, and the travel itself will be attended with suffering, labor, and waste of life, strength, and time. Every means which adds a given percentage to our facility of transit adds a much larger percentage to our population and wealth. By the time this bridge can be constructed, the mere increase upon the present travel will leave the ferries all they are now carrying, and furnish the bridge with more business than is now done by all the ferries combined. The bridge, without doubt, will be a favorite mode of travel. After a few millions of people have gone across it in safety, the passage will barely afford, even to the very nervous, an agreeable, titillating sensation, which they can scarcely distinguish from pleasure. Business men will go through the mid-heavens from city to city, reading about stocks, or, perchance, watching the gulls soaring around the mast-heads below them. Brooklyn being strongly given to theology and church building, will find these religious tastes stimulated by treading on the boundaries of the ethereal world twice or thrice a day in the intervals of business. Perhaps the dangers of the ferries have already caused much of the plethora of piety which distinguishes Brooklyn in so marked a degree from this metropolis.

The distance ordinarily traveled in crossing the ferries, owing to the sway of the tides, stops to avoid collisions, and the fact that the depots are not directly opposite each other, is longer than the route by the bridge. The transit by steam in the cars, in carriages, or on foot, will be quicker than over the ferries, and at about the same prices. The promenade and drive will be the luxury of the two cities, throwing Central Park wholly in the shade—which is more than will be done by its shrubbery in many years. The prospect from all parts of the bridge will be the finest in the world. Finally, we see no reason to doubt that the bridge itself will pay handsome dividends on its cost of construction.—*New York Tribune.*

The Railway Men of Chicago.

The *Chicago Railroad Gazette*, in speaking of the railway men of the country remarks: "Among the various avocations of life there is to be found no more manly and admirable class of workers, intellectually and physically considered, than those prominently connected with our railway systems. The energy and decision their calling demands, and the habits of promptness and independence which they seem to catch from the hurrying locomotives that draw their trains, become stamped upon their faces and in their manner, so that a genuine railway man can generally be known at first sight. There is a general interest

felt not only by those immediately connected with the business of railways, but by the public, to know who the men are that stand at the head of the different departments of our main railway lines, or who guide the trains which convey the traveler safely on his way. It is proposed in this and succeeding articles, as material may be obtained, to give a complete list of the officers and principal employés of the roads centering in the city, with a brief biographical sketch of a few of the chief executives. It happens to be convenient to commence with that great and now splendidly managed line, the *Michigan Southern & Northern Indiana Railway.* The gentleman who stands at the head of this successful corporation is the President, E. B. Phillips. Mr. Phillips was born in Massachusetts, and is now about forty-five years of age. He commenced his railway experience as a clerk in the freight office of the Boston & Worcester Railway, at Worcester, when quite a young man. After a time he went to Boston, and there held the same position until he was appointed the agent for the road in that city. After the Cleveland & Toledo Road was opened, and before it was completed, he was appointed its Superintendent and took up his residence in Toledo, where he remained eight years. In 1859, he was appointed Superintendent of the Boston & Worcester Road, and, returning to Boston, held that position for six years, until, in 1865, he was offered his present high position. He accepted it and removed to this city, where he now resides. Although not connected with the Michigan Southern during its dark days, Mr. Phillips has done much by his energy and executive ability, aided by a long railway experience, to increase the reputation of the line, which now stands among the most popular and successful branches of the great system of railway transportation to which, mainly, Chicago owes its growth and prosperity."

In speaking of Mr. Phillips, we will add, that, had it not been for his far-sightedness, together with his enterprising and progressive spirit, and the fact of his realizing the necessity of a reliable railway guide, such a work as APPLETONS' RAILWAY GUIDE would not this day be in existence. When we first thought of starting a railway guide we met with but little encouragement, until we called upon Mr. Phillips, who was at that time General Superintendent of the Cleveland & Toledo Railway, who at once entered into our enterprise, and imparted to us such information as, in his estimation, was calculated to make it a success; and it is with much pleasure that we are able to say that he, as one of its many fathers, has not any cause to be ashamed of his offspring. Even at that early day, we perceived that the confidence reposed in his judgment by the practical railway men of the country was such, that it was merely necessary to get his approval of a contemplated enterprise, and the coöperation of others was easily obtained.

A Deserving Railway Official.

The *Meadville Republican*, in speaking of the removal of Mr. Calhoun from that city, says: "While many of our citizens regret that the recent changes in railway management occasion the removal of J. C. Calhoun, Esq., from among us, they will be gratified to learn that he has been appointed Auditor of all the lines of the Erie Railway, and will hereafter have his headquarters at the Company offices in New York. This recognition of his ability is an indication that the managers of the Erie are wide awake to their interests, and are determined to secure, as far as possible, the most competent men to superintend their affairs. As Auditor of the Atlantic & Great Western Railway, Mr. Calhoun earned a high reputation among railway men. He has been connected with the line ever since operations were commenced on its construction, and in fact deserves the credit of organizing the entire business department. His familiarity with all the details of the business of the road has rendered him indispensable in the management. His executive capacity, his excellent system of keeping the accounts, his close and industrious application to his duties, have been of untold value to the road. We doubt if he has a superior in his peculiar field of duty in the country, and, in transferring him to their Audit Department, the Erie folks have acted with the same sagacity that has characterized the present management in all their plans to form one of the greatest lines of trade in the world, and conduct its affairs successfully. There is none of the drone in Mr. Calhoun's composition. He is a worker. He devotes his time and services assiduously to his duties, and exacts punctuality and industry on the part of all in his employ. Under his charge the Audit office has been emphatically a hive of industry.

"In July, 1851, Mr. Calhoun became connected with the line. He was located two years at Randolph,

N. Y., ten years at Jamestown, and five years at Meadville. He was Auditor from October 1, 1853, to December 31, 1868, and in connection with the duties of that office was Treasurer from April 6, 1860, to July 15, 1861; General Ticket Agent from Sept. 11, 1860, to Nov. 11, 1863; Superintendent from Feb. 21, 1862, to Oct. 31, 1862; General Ticket Agent from Feb. 21, 1862, to May 31, 1863; and Secretary from Oct. 1, 1865, to Jan. 1, 1868. In all his multifarious duties he displayed masterly skill and efficiency. In leaving for his new field of labor, Mr. Calhoun will bear with him the good wishes of numerous friends, who esteem him for his many excellent social qualities and worth as a gentleman. Personally, we dislike to part from one who has been so uniformly kind and courteous in his official intercourse. Meadville loses and Gotham gains by the change, and we trust his labors may be less arduous and more remunerative for the future."

In copying the above, we do but a simple act of justice to one who was ever on time with his time-tables, and we would say to all, do thou likewise.

Pennsylvania and Pittsburg, Fort Wayne & Chicago Railways.

The compact recently entered into between the Pennsylvania Railway Company, the Pittsburg, Fort Wayne & Chicago Railway Company, and the Pittsburg, Cincinnati & St. Louis Railway Company, for the term of fifty years—a compact which was at once ratified by the Directors of the Pittsburg, Fort Wayne & Chicago Railway Company, who held a meeting the day it was agreed to by joint committee—provides a remedy against competition for and from Pittsburg and the West, and secures to the Pennsylvania Railway the through traffic of both roads, for and from the seaport cities. By the compact, the Chicago and St. Louis lines which converge at Pittsburg—where in fact they both terminate in a connection with the Pennsylvania Railway at the Union depot—secure, on terms equitable and reciprocal, the Pennsylvania Railway for communication with the seaboard cities. And in turn, the Pennsylvania Railway by the compact is put in communication, over the roads of the parties in the alliance, with Chicago and St. Louis, Cleveland and Cincinnati, etc.

As between San Francisco and New York it matters not whether the commercial current pass through Chicago or St. Louis, the *short route* in either case, as against all other possible combinations between the East and the West, will be through Pittsburg to Philadelphia and through Philadelphia to New-York. To render the compact effective, a commission is to be appointed, having authority to fix the rates on the two roads leading westward out of Pittsburg, the joint earnings to constitute a pool, which is to be divided equitably, either company, earning a surplus over the percentage awarded out of the pool, to be entitled to sixty per cent. of the excess, for operating expenses. No new road is to be built to intercept or divert trade, by either Western company to the injury of the other, this provision of course not to apply to extensions of plans not objectionable. The through business interchanged with the Pennsylvania Railway is to be passed to and from it over the shortest route to place of consignment or destination. This geographical basis, resting on lineal miles of iron way between Pittsburg and all points west, is a safe and sure preventive of misunderstanding, since a common table of recognized distances over the lines in alliance, directly and collaterally, will supply evidence ready for use, on short notice.—*U. S. R. R. & Mining Register.*

Illinois Central Railway.

The *Chicago Railroad Gazette*, in speaking of this popular route of travel, says: "The Illinois Central Railway has made unusually complete arrangements for transporting freight to points in the south part of this State, as well as to Mobile and New Orleans, as we have heretofore noticed. It gives through bills of lading to Cairo, St. Louis, Peoria, Bloomington, Springfield, and Jacksonville, and to all points below Cairo, either on the Mississippi River, the Mobile & Ohio Railway, or the Mississippi Central Railway. Its connection with its Iowa line—the Dubuque and Sioux City Railway—is perfected by the completion of the Dubuque bridge; and freight is transported without delay to Dubuque, Waterloo, and Iowa Falls, as well as to Freeport, Galena, and Dunleith. The central location of the freight depot of this railway, at the foot of S. Water St., makes it exceedingly convenient to the business houses of the city."

Accidents on Railways.

Those things which occur on railways called railway accidents are very often wrongly defined, since they are not accidents and are not caused by any fault of the railway. Very lately, in this immediate neighborhood, a horse from some cause became frightened and jumped over a rotten bridge rail, upon an overhead road bridge, and took with him the carriage with its occupants, breaking the arms of one person and somewhat damaging the rest, killing the horse, and demolishing things generally. Had the bridge rail been as high and as strong as proper, say six feet and well braced, a horse could hardly take a chaise over even if he went himself. The wonder is that there are not more of these occurrences about the country, when we come to look at the rickety structures put up at overhead railway crossings. Instead of calling the occurrence a railway accident, we should rather name it a natural result of common road travel, and we might go on to write a chapter on the danger of riding about the country in private chaises. If a horse is frightened by the whistle of a locomotive, any resulting casualty is called a railway accident; but we are not aware that the result from a steamboat or a cotton factory whistle would be called a steamboat accident or a manufacturing accident.

If a horse jumps down from a road on to a railway, it is a railway accident; if he gets frightened from a train passing over his head, it is a railway accident; if he gets run over at a level crossing, it is still a railway accident; approach a railway above, below, or at a grade, and the railway becomes the cause of the disaster. The railway is expensively built, is expensively managed, takes all care to avoid trouble, the locomotive is in perfect control and goes straight about its business. The common road is cheaply made, no fences half the time, and rotten bridges, and is not managed at all, and the motor used thereon is a brute partly controlled by a man provided the reins don't break, and yet, when the unsystematic and uncontrolled institution comes in contact with the systematic and controlled one, the blame is attached to the latter. Figures plainly show that, when the number of persons who travel is taken into account, the railway is some one or two hundred times safer than any other mode of transport. About 50 per cent. of the accidents (so called) on railways result from individual recklessness, walking and lying on the track; about 95 per cent. of the accidents happen not to travelers but to employés, who, from constantly being on and about the trains, become careless and forget the magnitude of the force with which they are moved.

Small Plantations in the South.

The Southern papers are showing the superior results from the thorough tillage of small plantations to those from the careless culture of large plantations. The Macon *Telegraph* mentions several cases in point, such as a three-bale crop to the acre on very light land, and thirty bales to as many acres of same quality. This, at present prices, is a three hundred dollar crop to a single acre, and an average of a hundred dollars to each acre of a thirty-acre field, and this a good deal above the best cotton latitude of Georgia. Such results as these stimulate the universal feeling among planters in favor of small fields and thorough culture. The *Telegraph* says that whoever lives a few years longer in Georgia will see five bales produced to the acre, and will learn that it is the kind of cotton-planting which pays. Thus, the Southern cotton production will swell far beyond its ancient limits under slavery, and the South will distance all competition in the raising of this great staple.

The American System of Checking Baggage.

We notice that the American system of expressing baggage from railway stations to hotels and private houses is the subject of high praise in the English papers. The *Pall Mall Gazette* states "that every traveler from America returns to England delighted with the American plan of affixing brass checks on the luggage, but as yet no English railway company has had the courage to lay aside the paper labels now in use." It is with regret that we notice, even in progressive America, that there is no uniform system of checking baggage, each road having its own system, some of which yet adhere to the paper labels and chalk-marks. About two years since, Mr. G. C. Thomas, a practical General Baggage Agent, introduced a most perfect system of checking baggage, or we may say, a baggage-check, upon many of

the railways of the country, which has met with the approbation of the officers of every road upon which it is in use. Not a single piece of baggage has been lost or miscarried since its adoption by those roads. Yet, strange to say, notwithstanding its incomparable superiority as regards simplicity, economy (both in reference to time and money), and safety, it, as yet, has not been universally adopted by every road in the country. But the inventor has no reason to complain of his want of success. From the first month that he commenced the manufacture of his Safety Check, up to the present time, he has not been without an order on hand—the two years fully demonstrating that it is the only baggage-check which can and has reduced the checking of baggage to a perfect system.

What Railways do for Farmers.

To haul 40 bushels of corn 50 miles on a wagon, would cost at least $12 for team, driver, and expenses. A railway would transport it for $4 at most. Allowing an average of 40 bushels per acre, the crop would be worth $8 more per acre, or 8 per cent. on $100. As the relative advantage is about the same for other crops, it is clear that a railway passing through a town would add $110 per acre to the value of farms. A town 10 miles square contains 64,000 acres. An increase of $100 per acre is equal to $6,400,000, or enough to build 200 miles of railway, even if it cost $32,000 per mile. But 200 miles of road would extend through twenty towns ten miles square, and cost $10 per acre if taxed upon the land. These figures are given merely as an illustration. If the farmers had taxed themselves to build all the railways in this country, and given them away to any companies that would stock and run them, the present increased value of their lands would have well repaid all the outlay.—*American Agriculturist.*

Magnitude of London.

Its houses number more than 350,000, and its streets, if placed in line, would extend from Liverpool to New York, and are lighted at night by 360,000 gas-lamps, consuming in every twenty-four hours about 13,000,000 cubic feet of gas. Of the water supply, 44,383,328 gallons are used per day. The traveling public sustain 5,000 cabs and 1,500 omnibusses, beside all the other sorts of vehicles which human needs can require, or human wit invent. Its hungry population devour in course of every year, 1,600,000 quarters of wheat, 240,000 bullocks, 1,700,000 sheep, 28,000 calves, 35,000 pigs, 10,000,000 head of game, 3,000,000 salmon, and innumerable fish of other sorts, and consume 43,200,000 gallons of beer, 2,000,000 gallons of spirits, and 65,000 pipes of wine. As a consequence, 2,400 doctors find constant employment. London, finally, supports 852 churches, which are presided over by 930 divines of greater or less note.

Map of the Lehigh Valley Railway, and Connections.

We are indebted to Charles Hartshorne, Esq., Vice-President of the Lehigh Valley Railway, for a very beautiful lithographic map of the line. The map not only represents the Lehigh Valley Railway, but most of the roads running through the mountain district of the State of Pennsylvania, which is so well executed that we almost imagine ourselves breathing the pure air of its mountain regions. We are indebted to Mr. Hartshorne for many favors in reference to his road and its progress, and take this opportunity of thanking him for the same. A map in the GUIDE, representing this line and connections, would no doubt add greatly to an increase of travel on it, more especially during the summer months.

Morris & Essex Railway.

This road is consolidated with the Delaware, Lackawanna and Western, and, judging from indications the time is fast approaching when it will rank among the leading railways of the country. The offices of the Delaware, Lackawanna & Western Railway have been removed from Scranton to Hoboken. Mr. Brisbin is the General Manager of the Morris & Essex branch, Mr. Schoch Assistant Superintendent. During the year 1868, 1,444,549 passengers were carried over the Morris & Essex Railway without one being killed or seriously injured. In addition to which there were 1,800 daily commuters from different points on the road to New York.

England to France by Rail.

Many an American who has made his first voyage across the Atlantic, without a qualm of that dread malady, sea-sickness, and has therefore vaunted his strength of digestion and stability of stomach, has had that conceit completely taken out of him in the little trip of less than two hours across the British Channel. Men who all their lives have endured the great, steady swell of the ocean, succumb before the short, vicious cross-chops of seas that toss the wretched little Dover and Calais steamers, and their still more wretched passengers, hither and thither in their sic(k) transit.

The dread of the horrors of this middle passage prevents thousands of Englishmen from extending their travels beyond their own island, and no American who has once experienced them can view it with complacency. Everybody will, therefore, welcome any improvement that shall tend toward rendering the passage more agreeable, and those who shall remove the present bugbear altogether will be deserving of the thanks of the whole civilized world. Hence we are glad to see that in England there is renewed agitation for an international railway, with a submarine tunnel between England and France; and that a memorial has just been addressed to the Emperor of the French, asking his sympathy and support for the project. The signers of this memorial are not those whose names are found attached to visionary plans or reckless enterprises, but such as the English papers think may be safely taken as a guarantee that, after many years of talk and argument, the attempt will be made in good earnest and under very encouraging auspices.

The list of signers to the memorial consists of nearly one hundred influential noblemen, members of Parliament and others, including the Archbishop of York, Duke of Sutherland, Duke of Argyll, Lord Elcho, and Lord Churchill. There is no doubt that Louis Napoleon will receive the memorial favorably, as he is a man not likely to be influenced by old-fashioned prejudices against its practicability. The work would be one of the grandest ever accomplished, and to the American mind, to which nothing is impossible, seems feasible. A railway train has been run over Mont Cenis; a tunnel has been constructed under the river Thames, and another from Chicago out under the middle of Lake Michigan. It is not, therefore, an unreasonable thing to suppose that, with all the means and appliances of modern engineering, the railways of England and France may be connected. The fact that slow-moving, cautious, and skeptical John Bull actually believes in its practicability, and is taking a step toward testing it, gives the project an air of certainty that will cause further movements to be looked for with great interest.

Mobile & Ohio Railway.

The Mobile & Ohio Railway, which suffered with other Southern roads in the war, is now doing a prosperous business, with a fair prospect of resuming payment of interest on its bonds in May. The road runs from Mobile to Columbus, Ky. (472 miles), with a branch from Artesia to Columbus, Miss., of 14 miles. The capital stock is $2,693,000, with a funded debt of $7,230,685, divided as follows: First mortgage sterling bonds, $4,503,000; interest bonds, $526,300; Tennessee State loan, $1,275,000; funded interest, $388,800; income bonds, $537,585. The sterling bonds are now quoted at 60, and the interest bonds are selling at 45 to 50, although secured exactly the same as the sterling bonds; both classes will undoubtedly make a sharp advance as the time for payment of interest approaches.

For map, time-table, &c., see pages 274—276.

Railway Subsidies.

The following schedule shows the amounts of subsidies sought from the United States by railway companies, and for other purposes than those subsidies already granted: Northern Pacific Railway Company, $60,000,000; Oregon branch of the Pacific Railway Company, $15,000,000; Idaho, Oregon, and Puget Sound Railway Company, $30,000,000; International Pacific Railway Line, $19,000,000; Mississippi Levee, Railway, and Steamship Company, $23,000,000; Improvement of the Illinois River, $2,000,000; European and New York Steamship Line, $3,500,000; Atlantic and Pacific Railway Company, $65,000,000; Louisiana and Mississippi Levees, $3,000,000; Port Royal Railway Company, $750,000; Union Pacific Railway Company, Eastern Division, $47,000,000. Total, $268,250,000.

Chicago, Illinois.

Chicago is already on the alert to reap the earliest advantages from the opening of the Pacific Railways. Her action, to some, may savor of haste, but, all things considered, she is simply moving in time. If, perchance, our own city is to obtain a crumb from the rich table of commerce shortly to be set for the continent, its business men should also be moving. Months are required to establish proper agencies, prepare trade circulars, arrange papers, and put traffic on the way. At a meeting held recently in Chicago, several prominent features of the new route were discussed, and it was claimed that sixty days was the minimum time from London to the East Indies at present, while, by the Pacific roads across the continent, the same destination may be reached in thirty-five days. This fact, of itself, almost settles the route of Eastern commerce, and that is the prize to be sought for. The curious historical fact was also developed, that cities and nations have been made and unmade according as they have gained or lost the rich commerce of the East. Babylon, Tyre, Palmyra, Venice, Holland, and England have succeeded each other in commercial importance just as they have gained that trade, and all (except, of course, England) have passed from commercial existence as they lost it. What, then, may we not gain?—*North American & U. S. Gazette, Philadelphia.*

California.

Few people have an idea of the extent of California. The State is 700 miles long, and about 200 wide. San Francisco and Sacramento together have a population of about 170,000, leaving about 300,000 population for this vast area of country—as large as all New England and New York and Pennsylvania together—an area large enough and rich enough to sustain a population of 30,000,000. It would make a large-sized European kingdom. The State will have 13,000,000 bushels of wheat to spare, which will bring in from $18,000,000 to $20,000,000. The wool-clip is larger than ever before. The vintage promises to be the best ever gathered. Twenty-five million grape-vines are in bearing, and new vineyards are the order of the day. The State has just begun its network of railways, soon to be connected by the long spider-thread across the continent. The development of the State promises to be more rapid during the coming months than ever before.

Our Great National Railway.

When the railway across the continent of America is completed, there will be constant conveyance by means of railways and mail packets for passengers desiring to travel round the world. This grand tour will be 22,000 miles in length, and will cost $1,500, and will be accomplished in about eighty days. The American tourist will be able to visit England, Japan, China, Ceylon, and Egypt. He will cross the Atlantic, North Pacific, and Indian Oceans, the Red and Mediterranean Seas, the Continent of America, and the Delta of Egypt. He will be able to sail the beginning of May, and to arrive home again about the middle of July.

Columbus, Chicago & Indiana Central Railway.

The attention of our readers is directed to the map of this great line of railway, which they will find on pages 208 and 209 of the GUIDE. As will be perceived by consulting the map, this railway connects with all the leading lines of railway in the country. Its officers are all practical business men, and as such enjoy the confidence of those interested in railway management. We perceive, by a circular before us, that Mr. W. F. Staunton is the second Vice-President of the Company. The road will soon receive a large number of the splendid palace-cars of the Central Transportation Company, to accommodate its increasing traffic.

Chicago to the West Indies.

An important movement is now on foot for the establishment of a direct line of trade from Chicago to the West Indies, *via* Mobile. The railway connection between Chicago and the latter city is complete, with the exception of a gap between Cairo, Ill., and Columbus, Ky. It is proposed to supply this remaining link at an early day, and to establish a line of steamships between Mobile and Havana. The movement, we understand, has fair prospects for becoming a success.

They destroy their Guide.

"The Israelites who talked of stoning Moses, and the mariners who threatened to drown Columbus, are only two instances of the unreasonableness of impatient passion in the ignorant, toward those wise leaders who would guide them slowly but surely to their best good.

"Many years ago, when the Egyptian troops first conquered Nubia, a regiment was destroyed by thirst in crossing this desert. The men, being upon a limited allowance of water, suffered from extreme thirst, and, deceived by the appearance of a mirage that exactly resembled a beautiful lake, they insisted upon being taken to its banks by the Arab guide. It was in vain that the guide assured them that the lake was unreal, and he refused to lose the precious time by wandering from his course. Words led to blows, and he was killed by the soldiers whose lives depended upon his guidance. The whole regiment turned from the track and rushed toward the welcome waters. Thirsty and faint, over the burning sands they hurried—heavier and heavier their footsteps became—hotter and hotter their breath, as deeper they pushed into the desert—farther and farther from the lost track where the pilot lay in his blood; and still the mocking spirits of the desert, the streets of the mirage, led them on, and the lake glistening in the sunshine tempted them to bathe in its cool waters close to their eyes but never at their lips. At length the delusion vanished—the fatal lake had turned to burning sand! Raging thirst and horrible despair! the pathless desert and murdered guide! Lost! lost! lost! Not a man ever left the desert, but they were subsequently discovered, parched and withered corpses, by the Arabs sent upon the search. Foolish people are often deceived to their ruin *now*, by appearances less fair."

While reading the above, the idea suggested itself to our mind that the regiment was not entirely destroyed, but that one or two of the men might have escaped and concluded to again go into the business of destroying guides or attempting to do so. Judging from appearance, we scarce think that they will be quite as successful in the present as they were in the past age—the whole regiment, that is the people, take rather a different view of things now to what they did then, and know how to appreciate *their* Guide. Notwithstanding the efforts we have made to convince these two or three *misguided* men that the prospects held out to them by one or two interested parties were unreal, they were determined to be deceived, and are satisfied by this time that it is not profitable to follow new idols and attempt to destroy that which has ever proven to be a true and faithful guide. Hundreds have within the past few years been deluded and shipwrecked by false guides, and found out, when too late, that that which appeared so beautiful at a distance proved to be, as they approached nearer and nearer to it, a maelstrom to engulf and destroy them.

Milwaukee & St. Paul Railway.

This truly excellent and well-managed railway is progressing finely. The time is not far distant, when it will rank with the best-paying roads in the country. For map, time-table, &c., see pages 244–247. It affords us much pleasure to state that the General Passenger Agent of the line, A. V. H. Carpenter, Esq., is never behind with his time-tables. In fact, if the traveler will examine the GUIDE carefully, he will find but little cause to complain of inaccuracy. As we have frequently remarked, in previous numbers of the GUIDE, those parties who were *constitutionally derelict* in this most important duty which they owed, through us, to the traveling community, are fast passing away, to be heard of no more forever in connection with railroading.

The following, just received from Mr. Carpenter, is strong evidence that he not only attends to the traveler, in reference to the time-tables, by seeing that he is not left behind, but that he also sees that his baggage accompanies him:

MILWAUKEE & ST. PAUL RAILWAY,
GENERAL PASSENGER AGENT'S OFFICE, *January* 6, 1869.

G. F. THOMAS, ESQ., 90, 92 & 94 *Grand Street, New York:*

Dear Sir: After a full and thorough trial of your new and improved Baggage-Check, I am fully prepared to pronounce in favor of it. Your first pattern was of too thin plate, and I doubted if you could get up one that would be durable, without being too clumsy, but you have solved the doubt, and your check and system of checking baggage are a perfect success.

Yours truly, A. V. H. CARPENTER, *G. P. A.*

Pennsylvania and Philadelphia & Erie Railroads.

The *Philadelphia Press*, in speaking in reference to the lands of these roads, says: "The recommendation of the Governor to dispose of the $10,000,000 of bonds of the Pennsylvania Central and Erie Railroads, which constitute a portion of the assets of the Sinking Fund, and draw no interest, is one that should be met. But the method of peremptory disposal to the highest bidder should not be thought of, unless there is a reasonable certainty of their bringing such a price as will truly represent their value. The amount is too large for anything but moneyed corporations to handle, and their facilities for affecting the market so as to operate injuriously against the Government, State or national, is well known. Negotiations for the sale of these bonds should be entered into in a private business way, and, if the result be unsatisfactory, they should be withdrawn. It is a hardship to do without the interest, but it would be a greater to be deprived of any part of the principal."

Convention of Railway Men at Philadelphia.

The railway ticket agents held a Convention at the Girard House, Philadelphia, recently, and organized a company, to be called the "United States Railroad Ticket Agents' Life Insurance Company." A Constitution was adopted, and the following gentlemen were elected officers of the Company: J. A. Conover, New Jersey Central Railway, President; P. H. Mann, New York Central Railway, Vice-President; L. C. Gosson, New Jersey Railway, General Secretary; H. Clow, Jr., Camden & Amboy Railway, General Treasurer. A number of delegates were present, and they appeared to be determined to make the Company a success.

Appletons' Railway Guide.

The following, from one or two of the leading papers of the country, will, we presume, satisfy the intelligent class of the community of the estimation in which the GUIDE is held:

APPLETONS' RAILWAY GUIDE.—This reliable, famous, and meritorious guide for travelers still maintains its place as the best of American, if not of all guide-books. Its unparalleled success has brought into the field a host of feeble imitators; the latter, after bewildering unsuspecting travelers for brief intervals, have sunk into the oblivion they deserved, leaving "APPLETONS'" more than ever prominent and desirable. The enterprising publishers are indefatigable in their efforts to make their old and standard GUIDE still more deserving of the praises and patronage of the traveling public. It is carefully rewritten and corrected every month, by its editor and original projector, Mr. G. F. Thomas, who is ever traveling far and wide, by boat and by rail, to ascertain, from the most reliable authorities, the changes in time-tables, in routes, and in railway arrangements generally. Besides the correct time-tables of all the railway lines in the United States and the Canadas, "APPLETONS' GUIDE" contains, each month, one hundred railway maps, accounts of railway progress, and a good selection of light and entertaining reading for travelers.—*Philadelphia Inquirer.*

APPLETONS' RAILWAY AND STEAM NAVIGATION GUIDE has the merit that is prominent in every number, of bringing punctually to hand all changes made in the Time-Tables of all railways in the country. It is a library in its department, and has no superior. Nor do we easily see how it can have. It is faithfully compiled and edited, and contains matter to amuse the traveler as well as what is necessary to inform shippers. The anecdotes and incidents are well calculated to relieve the fatigue of travel Our own experience has induced us to say before, what we now say again, that this is by far the best of all publications of the kind.—*North American & United States Gazette, Phila.*

APPLETONS' OFFICIAL RAILWAY GUIDE.—We know of no work of the kind that will bear comparison to it. The editor and originator, Mr. G. F. Thomas, resided in the West many years previous to the introduction of railways, and has traveled more or less upon them since their first introduction, and we know of none more competent to superintend a Railway Guide. Independent of its utility as a GUIDE, the reading matter is always unexceptional; the information imparted to the traveler can not be estimated by dollars and cents.—*Cleveland (Ohio) Herald.*

APPLETONS' ILLUSTRATED RAILWAY GUIDE is, without exception, the most complete work of the kind ever published. Mr. G. F. Thomas, the original projector and compiler of the GUIDE, was for many years a resident of our city, and is well known to many of our citizens as peculiarly competent for a work of this kind.—*Cincinnati Commercial.*

APPLETONS' RAILWAY GUIDE.—This is decidedly the best GUIDE in the world—far ahead of Bradshaw's celebrated English work. It is illustrated by nearly one hundred Maps, and contains over three hundred pages. It is a work that should be placed in the hands of every man, woman, and child in the United States.—*Musical Harp.*

No Baggage Lost on this Line of Railway.

The fact, that no baggage can get lost or miscarry with the THOMAS IMPROVED SAFETY BAGGAGE-CHECK attached to it, is impressing itself not only upon the minds of those railroad officers who have an eye to the economical management of their respective roads, but also the railway traveler. It is a fact which every one will acknowledge, that the traveling community are desirous of selecting not only the line which is the safest to travel upon, but also that line upon which their baggage is sure to arrive at its place of destination without fail. It is argued by certain parties that the baggage-check and the duplicate which the traveler takes should be alike in every respect; as per example: baggage checked from New York to Council Bluffs should have stamped on both checks "New York to Council Bluffs." Is not that telling too much? for instance: suppose the traveler loses or is robbed of his duplicate check while on his journey (which sometimes happens), the person who finds or steals it perceives at a glance where the baggage is going, and with the lost duplicate calls and gets it—especially if the loser, from some unexpected circumstance beyond his control, should be prevented from reaching Council Bluffs as soon as the party having the duplicate check. If the check itself had the place of destination, and *the duplicate the number of the check only*, if the traveler should lose his duplicate check, the finder would be none the wiser, as it would be impossible to find out its destination from the duplicate check. Every practical business man will see at once the correctness of our position, which is illustrated daily and hourly by the fact of drafts, checks, &c., being made payable to order, instead of to bearer, for the purpose of preventing loss to the rightful owner. Every man can perceive, therefore, that *the present system of checking baggage is all wrong*, and that the railway companies, as well as the traveler, are daily and hourly subjecting themselves to losses which can be prevented by the use of the Thomas Improved Railroad Safety Baggage-Check.

Again, the Thomas Improved Safety Baggage-Check possesses other very important advantages over all other baggage-checks. With the old style of check, one check can go to but one station, and, upon its arrival at that station, must be sent back as freight; for example: we have seen checks stamped from New York to Council Bluffs; upon the arrival of those checks at Council Bluffs, they must all be done up carefully and expressed back to New York, to be again used on baggage to Council Bluffs, whereas, if this line had adopted the Thomas Check, all that would have been necessary to have done would have been to take out the "Council Bluffs" and substituted a "New York" card in the same check, which would have been returned on baggage to New York, instead of being returned in a package with thousands of others; or the same (Thomas) check could be sent to any other station on the line between New York and Council Bluffs. We will close this article with the following, from the General Ticket Agent of the Louisville, Cincinnati & Lexington Railway:

LOUISVILLE, CINCINNATI & LEXINGTON RAILROAD,
GENERAL TICKET OFFICE, LOUISVILLE, KY., *December* 16, 1868.

G. F. THOMAS, ESQ., 90, 92 & 94 *Grand Street, New York:*

Dear Sir: It is with much pleasure that I am able to inform you that our baggage-men consider the Thomas Improved Safety Baggage-Check unequaled. They inform me that it facilitates the checking of baggage wonderfully, in consequence of being able to send with any check a piece of baggage from any station to any station, and not being compelled to spend several minutes in looking for a particular check for a certain station; by the use of your check they save from one-half to two-thirds of the time required to check baggage with the old style of check, and with much more certainty. To stock our road as perfectly with the old style of check as we have with yours, would require, at the least calculation, full twenty times the number of checks, which, in place of simplifying, complicates the checking of baggage; your check obviates all this complicity, and so simplifies the business that it is impossible to make a mistake, unless through gross negligence or incompetency. Previous to the introduction of the Thomas Check, in consequence of the great expense, no road would even think of bringing the checking of baggage to such a state of perfection as yours does, it requiring such large quantities of brass checks to do the business as it ought to be done, which is the reason why a great number of railroads, even to this day, adhere to the old English style of pasting and chalking baggage. I am satisfied that, if the officers of all the railroads were as well acquainted with the superiority of your check in every respect as are the officers of those roads upon which it is in use, it would be universally adopted, both as a local and through check, not only on account of its accuracy, economy, and certainty, but also in consequence of its unequaled advantages in facilitating and simplifying the whole baggage business.

Respectfully, H. STEFFEE, *General Ticket Agent.*

ANECDOTES AND INCIDENTS OF TRAVEL.

"MOTHER'S PICTURE."

BY MATTIE WINFIELD TORREY.

Look down upon me with thy saintly eyes,
My angel mother! Let thy blessing fall
Like heavenly incense from the bending skies.
O, listen! Heed my spirit's pleading call.
Fold thy bright wings above my aching brow,
And let me feel thee near me, even now.

Keep thou beside me through life's devious way;
Incline me aye to choose the better part;
Recall and guide me when my feet would stray;
Infuse a heavenly sweetness through my heart.
Feed my desires on high and holy things,
Till every aspiration upward springs.

My mother! in the silence of the night,
When others slumber, I awake and pray
That God will guide my feeble steps aright;
Draw near me, then; thy hand in blessing lay
Upon the head thou hast so oft caressed
And held with fondness to thy gentle breast.

O, canst thou hear the wild and pleading cry
My heart sends up and will not be denied?
The earnest longing, and the yearning sigh
That speaks a spirit lone and sorely tried?
Dark was the shadow on my life that fell,—
The sad heart's bitter anguish, who can tell?

Dear mother! from the mansions of the blest
Look down upon thy sad and sorrowing child;
Raise up the spirit broken and oppressed,
And soothe the heart with grief and anguish wild.
Let me not murmur at the Father's will,
But strive to endure, content and patient still.

Thou pictured semblance of her loved, lost face,
Hang thou above me; let me still be near
The treasured lineaments I love to trace.
'Twill not be long; I feel the time draws near
When I shall go to meet her. Nevermore
Shall we be parted on that heavenly shore.

ADVENTURE WITH A GORILLA.

Once upon a time, as the primer-books say, while trading on the western coast of Africa, in the equatorial region, I ran my vessel about twenty miles up one of the rivers in that vicinity, and remained there several weeks, having a very profitable intercourse with some of the inland tribes of natives. A portion of my leisure time I spent in hunting through the thick woods and dark jungles for which that coast region is famous, and it was on one of these excursions that I first met a living gorilla.

My guide was a native, of the cannibal species—black, low-browed, thick-skulled, and but little removed from the brute animal himself. He could make himself understood, however, knew the country well, and stood in such salutary awe of the wonderful white man, that I felt perfectly safe in trusting myself with him so far beyond the reach of friends, and in a place where I would not have ventured with any single one of my own countrymen.

One day we had thus ventured off into one of the deepest recesses of one of the darkest and most tangled of jungles, where the spreading branches and leaves were so thick and dense that scarcely a ray of the vertical sun could find its way down through them to the damp, malarious earth beneath, when suddenly we were both startled by a succession of the wildest and most discordant shrieks I had ever heard—though with something human in the sound—accompanied by a rustling of, and plunging through, the bushes ahead of us, as if the creature, whatever it was, was hurriedly making its escape.

At the first sound we both stopped—the black, trembling, frightened, and as white as the nature of his skin would permit; and cocking my double-barreled rifle, I stood on the defensive, and at the same time anxiously inquired what it was.

My guide replied in broken English, that he had picked up in his intercourse with white traders, that it was a terrible gorilla, and that unless we turned back at once, and made good our retreat, we should probably never have the pleasure of seeing our friends again.

I had before heard some rather marvelous accounts of an animal so called, and said to bear a close resemblance to man, and I naturally felt a hunter's desire to see with my own eyes, and, if possible, add the skin of it to my collection of curiosities. Therefore I was rather in favor of going forward than back, believing that my steadiness of nerve, quickness of sight, and the reliability of my two loaded barrels, would be sufficient to protect me from actual harm, to say nothing of the assistance, in a strait, of my companion, who was armed with a spear that he could throw with the force and precision of an old harpooner.

"Can't think of turning back for a mere gorilla, that has been so frightened at our approach as to have fled away shrieking," said I, in a cool tone of contempt, intended to reassure my guide and induce him to go forward. "What, two brave hunters, armed as we are, to run away from any beast that roams the forest! we who have killed the big snake, the leopard, and the crocodile! Pshaw, Mocha! that will never do—never, lad!"

"De snake, him big," replied Mocha, with his teeth almost chattering, and his eyes glaring upon the thickets all around him; "de leopard, him sabage; de croc'dile, him bigger; but de gorilla—oo-oo-oof! him awful!"

"But we have not seen any gorilla yet," said I; "and if that animal that ran away was one, we are not likely to, either!"

"Him woman ran—him man stop fight—him debil, master."

"Well, man, woman, or any thing else, Mocha, I must *see* something before I go back frightened."

"Master him see, no go back—him gorilla kill master."

I had by this time made up my mind to go forward through the thicket, even if I went alone; and ordering Mocha, in a tone that admitted of no question, to keep at my heels, as he valued his life, I resolutely advanced a few paces, though, if truth must be told, not half so courageous in feeling as I seemed in action.

But at the end of those few paces I came to another sudden stand, for I saw a denser thicket some fifteen or twenty yards ahead, agitated by the moving of some heavy body within it, while almost immediately there appeared, in plain view, a monster of such hideous appearance, that I felt the blood freeze through my veins and gather about my heart, as if appalled by some horrible visitant from the other world.

My powers of description are limited; but had I the language of a Milton or a Dante, I could only hope to convey to your minds a faint idea of the hideousness of the living creature that now stood before me; and as to its voice—its tone of warning anger and defiance—I know not to what they can be likened, unless you can imagine the bark of a dog, the growl of a tiger, the snarling of a wolf, the trumpeting of an elephant, all united and combined with sulphurous vomitings from the regions of Pandemonium.

In shape he was like a man—but like a man deformed—with a monstrous big chest and body, small head, planted down between his shoulders, large, long arms, and huge hands, and short, thick bow-legs, terminating in hands instead of feet. He stood erect like a man, was nearly six feet in height, and was covered all over, face and all, with short, black hair. His head was small in proportion to his body, and had a human conformation. Fierce, glittering gray eyes, set deep in the hollow, cavernous sockets, rolled and glared demoniacally. The forehead was low, and retreated sharply. There was but little nose, with high, prominent cheek-bones. The mouth was immense, with huge, massive jaws, and short, thin lips, that parted angrily, only to display a formidable and ferocious set of teeth, the canine being long and sharp-pointed.

He stood before us—erect, defiant, and awful—uttering the horrible roar I have attempted to describe, and beating his breast with his huge fists, producing a hollow, drum-like sound, that, combined with all the rest, was truly terrific, and made me wish I was safe beyond his reach. Then he advanced a few steps, with a sort of rolling, waddling motion, stopped again, with his gleaming eyes fixed intently upon us, beat his breast as before, and uttered that prolonged and dreadful roar.

I stood on the defensive, wisely determined to reserve my fire for the approaching crisis of my fate, hoping and praying I might be successful in putting an end to the monster. I had been in many perilous situations before, but none that ever affected me with so much terror. One moment an icy chill would make me shiver, and the next, perhaps, I would feel a burning flush sending out the perspiration in streams. I glanced at the African, and saw him firmly planted, with his spear poised for the onset, his eyes dilated, his nostrils expanded, and his breast heaving.

"No run now, master!" he said, in low, thick, almost inarticulate tones; "no 'scape him by run. Him swift as tiger, strong as elephant. Must kill."

"Shall I fire now, Mocha?"

"No fire him come nigh—den fire through heart."

He was coming nearer and nearer, by slow degrees, a few paces at a time, with a short, awful roaring and breast-beating interval between, and I thus had time to think over many of my sins, and say prayers that had been too long neglected.

"Mocha, be ready!" I said, when the monster had once more stopped to roar and beat his breast within ten paces. "I am about to end this suspense—I am about to fire."

I took deliberate aim, but, in spite of all I could do, my arms shook so that I was afraid to pull the trigger, and twice I lowered the weapon to get more steadiness of nerve. It was as if some fearful spell were on me; and at the third trial it seemed as if the fingers of my right hand were paralyzed, and would not obey my will—a fact for which I have never been able to account. The monster again advanced, and now not more than five or six paces divided us, and he appeared as if about to make his final desperate rush. Delay now would be death, and summoning all my will, I pulled both triggers in succession.

Only one barrel was discharged by the act, the other missing fire; but one ball went straight to its mark, and lodged in the breast of the gorilla. It did not bring him to the earth, however, but made him wildly furious; and gnashing his teeth, and uttering most unearthly shrieks and yells, he bounded forward for his revenge. Quick as lightning the gallant Mocha threw himself before me and struck with his spear, but it might as well have been a reed. One blow of the ponderous arm of the brute turned it aside all shivered, while the hand of the other stretched the poor fellow bleeding and senseless on the earth. In his fall he came back against me with such force that I went down also. At that moment I had not a single hope of life, and knowing myself utterly defenceless, despair took complete possession of me, and I made no effort to rise.

This, and I believe this alone, was my salvation—for seeing us both still, and probably thinking us both dead, the furious brute seized my gun, and first fairly denting the barrels with his teeth, he struck it against a tree with a force that shivered the stock and bent the iron nearly double; then throwing it down, putting his hands over his breast, and uttering the most terrible howlings and shriekings of rage and pain, he hastily disappeared in the dense jungle, leaving me to thank Heaven that I had so miraculously escaped unharmed.

Mocha had been stunned, and his breast badly lacerated, but he was neither killed nor mortally wounded; and dressing his wounds as well as I could, I got the poor fellow upon his feet, and assisted him back to the vessel, where our surgeons attended to his case, and soon restored him to health. I did not forget he had saved my life, and I assure you I made him proud and happy of the heroism he had displayed in my behalf.

Whether the gorilla died of his wounds or not, I never knew, and I never felt the least curiosity to go and see. Certain it is he took his skin away, and I was only too glad to see the last of him. He was the first of his kind I ever saw alive, and, with Heaven's permission, he will be the last I shall ever look upon in his native jungle.

THE PAINTER'S SECRET.—AN ITALIAN TALE.

In the days of old, when painters lived to paint, when they were the missionaries of art, and not its tradesmen, sacrificing for its sake fortune, friends, and country, Domenico, a pupil of Van Eyck, opened a school of painting in one of the large towns of Italy.

Though deficient in the originality of thought that characterized the earlier masters, yet the secret of giving permanency and durability to his coloring had raised him above all his cotemporaries. He alone knew that mixing oils with his colors fixed them upon the canvas, and preserved them for posterity.

This secret Domenico had learned from his master, Van Eyck, who had bequeathed it to him on his death-bed; and he had determined also to reserve the disclosure till he, too, was at the point of death. Meanwhile, every other artist was condemned to waste in vain efforts genius greater than his, inspirations more divine. Nothing remained of their sublime creations; their painting of the most exquisite mechanisms, of the most perfect design, melted away under their hands.

Domenico had, from amid his pupils, made his selection of the favored mortal who was one day to receive the precious bequest. The young Castano possessed a wonderful pencil, and already needed nothing but his master's secret to surpass him, as well as his fellow-pupils. Often had he watched Domenico at work; often had he supplicated him, and pledged the devotion of his whole life, if he would impart to him the talisman. But the master was inexorable.

"At my death," he said, "and not till then."

One morning, Domenico's pupils were assembled, and discussing, as was their wont, their master's secret. Castano sat by himself in a corner of the painting-room, buried in thought.

"By the chin of St. Agatha," exclaimed Domenico, "I have surpassed myself. This rough draft is admirable in its coloring. Look! you may pass your hand over it, rub it, sponge it, and it is only the more brilliant. Well, I was obliged to wait a long time for Van Eyck to die, and you must have patience too. I have made my will, Castano, and there you will find the secret."

The next moment Castano was on his knees with clasped hands, imploring him to have pity upon him and upon the others—nay, upon the art itself.

This tempest of passion was utterly unintelligible to them all. The other pupils, who had been examining and testing the mysterious coloring, gathered round him, while Domenico stared at him, half thinking he must have been seized with a sudden fit of insanity. He coldly repeated his determination never to reveal his secret during his lifetime.

That very night, a man, wrapped in a mantle, made his way with stealthy steps in the direction of Domenico's house. The clock in the city had struck twelve, but the man in the dark mantle was still waiting and watching.

At length the figure of a second man was seen approaching from the other end of the street, singing as he came along.

At the sound the first comer hastened forward. When they were quite close to each other, the cloak was thrown back, and something flashed from under its folds.

Suddenly a cry was heard, "Murder! help! help!"

Then came a dull sound of a body falling heavily; there was deep stillness for a few moments, and then was heard the distant echo of footsteps in rapid flight.

The cries having roused the inhabitants of the street, a number of persons soon recognized in the wounded man their neighbor, the celebrated painter, Domenico. A surgeon was soon on the spot; but the painter, feeling that he had received his death-stroke, and thinking only of the secret he had to bequeath, refused to allow his wound to be dressed. He sent home his servants—who by this time had heard of the assasination of their master, and had hastened to him—ordering them to bring a small casket containing his will, and the unfinished picture, the object of so much admiration that very morning, and then insisted on being immediately carried to the house of his favorite pupil and only friend, Castano.

The convoy slowly made its way through the silent streets till it stopped in front of the house, the windows of which were closed, with the exception of the two upper ones—those of Castano's room.

"He is not in bed yet," said one of Domenico's servants.

"He is never idle," returned the other; "I believe he paints in his sleep."

"Haste! Let me but see him," the dying man faintly uttered.

One of the attendants pushed forward before the rest to give some little notice to Castano of the catastrophe. Had a presentiment of the fearful sight that awaited him anticipated the announcement, so that as the door opened he was found panting as if after a long race, and gasping for breath, as if under the influence of some horrible nightmare? The herald had but time to tell in a few words what had occurred, when the wounded man was brought into the room. None doubted but that it was the sudden shock thus breaking in upon the late vigils of this devoted lover of his art, that made him thus, with cheek pale with horror, and palsied limbs, and teeth gnashing together, stand gazing on the form of his murdered friend. The bearers now laid their sad burden on the bed, displacing a dark mantle as they did so.

Had the fresh blood-drops staining its folds been there previously, or had they fallen from the dying man as they lifted him to the couch?

And now Domenico took the cold and trembling hand of Castano, and feebly but tenderly pressing it, said to him in broken accents—broken not by his own groans, but by those that every moment burst from his pupil:

"There is no hope. I know not whence came the blow. I had no enmity to any one, though I had no friendship for any one but you, dear Castano! I did not know that you loved me so much. But I must not waste breath. This box contains my will, and in it is my secret. I ask you only to finish this—my last picture. Pledge yourself that this shall be done to-morrow."

Castano spoke not, moved not. His whole attitude, his every feature, told of desolation and despair. All night he sat by that couch, and they that saw him wondered.

"Surely," they said, "never was a son so heart-struck by the loss of the most tender father."

It was a relief to turn from that ghastly face and the glare of those tearless eyes, to the countenance of the dying man.

Domenico lingered until the next day, and then expired in the arms of the heir of his secret. That very day Castano set to work with vehement energy, and the picture was finished with coloring of extraordinary richness and brilliancy, and of the same consistence and durability as that of the master. The longing desire of his soul was gratified, the one object of his life attained; but how different was now his estimate of the object, and the price he had paid!

He had murdered his friend, that he might put oil a few years sooner in his coloring.

ARTEMUS WARD'S EDUCATION.

To the Editer ov the Lundun Punch: Sur—It have bin supposed bi sum, from redin ov mi letters to the public printz, that I have enjoyed educational advantages ov a hi grade. It will no dout create suprise amung mi frens to lern that I am mostly ov a self-made caracter.

Mi famly is justly prowd ov sain that sutch wuz my forrardness in erly yooth that at the tender age ov 6 munths I et evry da out ov a tin plait with the alphybet stamped aroun the edge ov it. But I make no mention ov this succumstance, and parse on.

I would hav made a pollished klassical schollard but for a triflin accidant that occurd the first da ov mi carear at skool. Mr. Pollud, who tort the skool, wuz a man ov red hair and a cruel an overbaring mind. During the suspence ov skool duties, about noon, I becum home-sic, and in a playful sperit filled the dror of Mr. Pollud's table with san, which I hed gethered out in the rode. I hed skeercely tuk mi seet, when Mr. Pollud came in and resoomed his klass, which was redin the plais ov Horace, translated in lattin. Unfortunitly thare wuz in the bottum ov that dror a crack, an to mi disma the san begun to leek out. Mr. Pollud notist nuthin for awhile, but suddenly turnin his glance under the table, he discuvered mo than a peck of san on the flo, and mo still runnin out ov the dror where he kep his things. It wuz the wuk ov a moment for Mr. Pollud to seeze a yung man ov the klass, who enjoied a bad reputashen in the skool, by the coller, and shake him vociferously. But the low-minded yooth, ded to every grate and noble sentiment, sed in a loud vois, Artemus Ward, that new scholard, dun it. Mr. Pollud then advanced to my seet and struck me brutally on the hed with a copy ov Horrisses plais until the book wuz mostly wore out. I gave him a pitiful look, and walked scornfully home. That same our I turned mi bac forever on the Klassics.

Mi father next sent me to skool to a Mr. Joans, a man of frenly hart and hi attanments. At Mr. Joans skool I mastered a hily polished and cultivated nollidge ov belletta. The way I cum to make a specialty on this toppic is worthy of notis. I wuz in a spellin klass one da when Mr. Joans giv out the word kaups to spel. A chiled ov nature at the hed ov the klass speld it corps. Another speld it corpz, and a borned fool speld it chaups. I wuz the only boi that speld it kaups, and I went up to the hed ov the klass. It is sed that the feerce monstars ov the forest, when wunce they hev tasted human blud, ar thursty for it all the ballance ov their lifes. I wuz affected the same way bi mi first success as a spellist. Arfter this I devooted all mi tiem to belletta.

Mi collidge coarse wuz probably as remarkable as any other part ov mi career. Arfter leavin Mr. Joans, I determined to go to Yail Collidge and compleet mi trainin. I arrived there one faul, with mi cloathes bag on mi bac, cuvered with swet, and very tierd. Fearin that I mite parse for a boi from the rooral distric, a throo a good deal ov confidents onto mi gate and countenents, and walked in at the front

do ov the first bildin I cum to somewhat rapidly. Meetin a well dressed yung gentlemun at the do, I sed to him in a quick vois, "Is Mr. Yail in, sir?"

"Yes, sir," he sed, politely; "walk this way, if you pleeze."

He then leeded me up seven flites of steps, and going down to the end ov a long passidge, he nocked violently at a door, when a persun within sed, in a loud tone, "Cum in here," and we went in.

"Mr. Yail," he says, "here is a yung man wants to see you."

"Thank you, Mr. Tomsun," sais Yail, shakin him by the han good yumerdly, and begged us to be seeted. Then turnin to me, he sed, "Do you propose to enter collidge?" says he.

"Yes, sur," I replied, "that is mi desire."

"Well, sir, yes. I am glad to see you. Perhaps you wood like to have a rume and wash yo hans before you eat dinner, an arrange yo klasses."

I told him I wood.

"Tomsun," he says to the gentleman that brot me up, "be kine enuf to assine this yung man to a rume." And then turnin to me, he says, "Mr. ———, what is yo naim, sur?"

"Ward," I replied: "Artemus Ward."

"Yes. Well, Mr. Ward, make yoself cumfutable in yo rume, pleze, until about fo o'clock this arternoon. Then you will be kauled to dinna, arter which I will assine you yo klasses, an you can go to werk at wunce."

I thanked him, and then Mr. Tomsun, exchaingin a pleasant smile with Mr. Yail, led me off to a rume in a distant portion ov the bildin. Openin the do, and leedin me in, he sais, "Hear, I trust, you will fine every thing conveenient to maik you comfutable. Hear is a sofa, warter, and towels. Here is a razer and strop. And hear, I believe, is sum wine an siggars." He then bowed very lo and withdroo.

Bein very tired after a long journey, I wuz glad enuf to reech this quiet an cumfutable retreat. So, pullin off mi boots an sox and kote an vess, an lain them aroun on different cheers, I took a shaiv and then a good wash. I then drunk some wine, and lit a siggar, and stretchin out onto mi bed, I begun to reflec on the value of leernin an the goodness ov Mr. Yail. Findin the wine pretty good, I put sevril bottles ov it on a cheer neer the bed so I could get it easy, an then I drunk and smoaked at mi lezure. Finally, I fell to sleep, and arfter a protracted knap I rose, feeling sum unsertainty of mine. If I recollec arite, I wuz puttin on a cleen shurt, which, the rume bein dark, I had put on upside down, and got my arms in and buttuned the riss bands without discoverin mi errer, until I notist the profushun of shurt collar there wuz to that shurt, when sum low person rushed into mi room and began to sware fiercely.

"Sir," said I, lookin at him fiercely also, "what means the intrusion? In my Stait a gentleman nox at a do before he busts it open. Aghast! thou low intruder. By aul the gods to wunst, hie thee to thy den! Lives there a man with sole so ded—"

But takin me roodly by the throte, he choked mi utterance, and in a few moments I was hurried into the street. Seein a policeman, I appeeled to him for redress. "Yes," he sais, "you need redressing. Cum down to the stashun-house an we will redress you. You need redressin evidently." Mi hart sickened; my brane wuz dizzy with anger; this roothless villyun dragged me off to the prisson without lettin me adjust mi shurt, where I passed the nite.

The nex day I was taken to a big bildin, where I saw sum marble statutes and some painting. It immejitly occurd to me that I wuz to maik mi fortune as a exhibiter uv wax figgers and startling curiosities, which I changed my plans according. Yorze trooly, ARTEMUS WARD.

A FRENCH ROMANCE.

Not long since, a young man, salesman in one of the leading houses in Paris, saw a young lady enter, to whom, during the past eight or ten days, he had sold a number of dresses, shawls, gloves, &c. By her accent he surmised that she must be a New York lady. The stranger was very pretty, and naturally the young man made himself agreeable and attentive. Whenever she visited the store, she always addressed herself to him, and, while examining the articles he placed before her, talked much. The day we speak of, she was far less communicative than usual; and, after having made a somewhat hurried selection, she said to the clerk:

"I shall be at the hotel in one hour; here is the address. Be kind enough to accompany the porter when he brings these articles."

With these words she bowed reservedly, and left the store.

The young man was at a loss what to think. However, an hour later he entered the apartment of the American lady, who invited him, *sans façon*, like an acquaintance of long standing, to lunch with her. Although thinking his customer's manners somewhat strange, the clerk accepted. While partaking of tea and cakes, the young lady somewhat abruptly addressed her guest, saying:

"Sir, are you brave enough to protect a woman against any insult to which she may be subjected? Answer me with truth and candor."

"Without conceit, I say, yes," answered the young man.

"Very well. You work in order to make money. Is it not so?"

"Certainly."

"This is what I wish to propose. I am alone, or almost alone, in the world; my fortune or my actions concern no one but myself. I wished to see the exhibition and know Paris. But I perceive that there

is nothing more difficult than for a woman to be in your country without a protector. You please me, and, if you do not object, you shall be my champion. I will repay you for your lost time."

The young man tried to speak, but she immediately resumed:

"I insist on remunerating you; this is strictly a matter of business; I regard it in that light. Accept or decline. Which shall it be?"

"I accept," answered the clerk, after a moment's hesitation.

"I am satisfied," continued the stranger, "that you are a gentleman, and will not make yourself ridiculous by making love and flattering me, for I warn you that the very first compliment you pay me ends our contract. Is it agreed?"

"Madam, I am at your service."

"From to morrow?"

"From this moment! I require only time to write to my employers."

And the terms of this extraordinary compact were entered into by the latter.

The clerk was charming; he proved himself intelligent, attractive, delicate, without all that small talk men generally delight to inflict on women. In fact, the American lady was truly delighted with the choice she had made. After two weeks she handed the amiable clerk a heavy roll of bills, and they separated, mutually pleased with each other.

But it happened, as the lady was about to embark for England, thence to embark for America, a commissioner hastened toward her and inquired if she was Miss X. Upon answering in the affirmative, he placed a small box and a letter in her hand. The box contained a diamond set, the letter a few words only, but so well chosen to express true affection, that the young lady started, not for London, but back to Paris. It is needless to say that the letter was from the young clerk, who had taken this method of returning the money forced upon him by the young lady for services rendered. (He had not given her his address, thinking the matter was ended.) He was not likely to have returned to his former employer. Ultimately she learned he had taken in another house a situation far inferior to the one he had formerly occupied. Probably till then she was undecided as to her course, for when she heard this her mind was made up. She wrote; he came at once. They will be married soon.

A STRANGE BEDFELLOW.

I looked at my neighbor with considerable curiosity. His face indicated a man of not over thirty years—a period at which men are still young—but his hair was as white a fresh-fallen snow. One seldom sees, even on the heads of the oldest men, hair of such immaculate whiteness. He sat by my side in a car on the Great Western Railroad in Canada, and was looking out of the window. Suddenly turning his head, he caught me in the act of staring at him—a rudeness of which I was ashamed. I was about to say words of apology, when he quietly remarked, "Don't mention it, sir. I'm used to it." The frankness of this observation pleased me, and in a very little while we were conversing on terms of familiar acquaintanceship, and before long he told me the whole story.

"I was a soldier in the army of India," said he, "and, as is often the case with the soldiers, I was a little too fond of liquor. One day I got drunk, and was shut up in the black hole for it. I slumped down upon the floor of the dungeon, and I was just dropping off to sleep, when I felt a cold, slimy shape crawling across my right hand as it lay stretched out above my head on the floor. I knew at once what it was—a snake! Of course my first impulse was to draw away my hand; but knowing that if I did so the poisonous reptile would probably strike its fangs into me, I lay still, with my heart beating in my breast like a trip-hammer. Of course my fright sobered me instantly. I realized all my peril in its fullest extent. O, how I lamented the hour that I first touched liquor! In every glass of liquor there is a serpent; but it does not come to everybody in the shape that it did to me. With a slow, undulating motion, the reptile dragged its carcass across my face inch by inch, and crept down over my breast and thrust its head inside my jacket. As I felt the hideous scraping of the slimy body over my cheeks, it was only by a most tremendous effort that I succeeded in restraining myself from yelling loudly with mingled terror and disgust. At last I felt the tail wriggling down toward my chin; but imagine what I felt at my heart, if you can imagine it, as I realized that the dreadful creature had coiled itself up under my jacket as I lay, and had seemingly gone to sleep, for it was as still as death. Evidently it had no idea that I was a human creature; if it had it would not have acted in that way. All snakes are cowardly, and they will not approach a man unless to strike him in self-defense.

"Three hours I lay with that dreadful weight in my bosom, and each minute was like an hour to me—like a year. I seemed to have lived a lifetime in that brief space. Every incident of my life passed through my memory in rapid succession, as they say is the case with a drowning man. I thought of my mother away in old England; my happy home by the Avon; my Mary, the girl I loved, and never expected to see them more. For no matter how long I bore this, I felt that it must end in death at last. I lay as rigid as a corpse, scarcely daring even to breathe, and all the while my breast was growing colder and colder, where the snake was lying against it, with nothing but a thin cotton shirt between my skin and it. I knew that if I stirred it would strike, but I could not bear this much longer. Even if I succeeded in lying still until the guard came, I expected his opening the door and coming in would be my death-warrant all the same; for no doubt the reptile would see that I was a man as soon as the light was let in at the door.

"At last I heard footsteps approaching. There was a rattling at the lock. It was the guard. He

opened the door. The snake—a cobra di capella I now saw—darted up its huge hooded head, with the hideous rings around its eyes, as if about to strike. I shut my eyes and murmured a prayer. Then it glided away with swift motion and disappeared in the darkness. I staggered to my feet, and fell swooning in the arms of the guard. For weeks after, I was very sick, and when I was able to be about I found my hair as white as you now see it."

COLONEL CORRY O'LANUS ON BOYS AND GIRLS.

Don't you wish you were a boy again?

I don't.

Boys, the present style of boys, are an affliction.

They make the street hideous, knock cats in your eye, keep you dodging balls and flying rocks, which they playfully cast at each other; build bonfires in the street, yell like young Indians, and are perpetually on the point of being run over.

There weren't such boys in our day, were there?

I have been assured by several middle-aged and elderly gentlemen that boys now are not what they used to be.

Which leads me to the reflection—have we worse boys or more neglectful parents?

I sometimes tell Themistocles when he has done something wrong, which happens about twice a day, that I shall either have to buy a rattan, or send him to the Truant Home.

These threats do not make any lasting impression on him. Still he has evidently reflected on them, because he asked me one day, when he was in a thinking mood, if the boys in the Truant Home had rice pudding for dinner.

He don't like rice pudding, so I told him they had it every day and twice on Sunday.

This kept him very good for as much as half an hour.

You have to be strict with children.

It is a parental duty.

With boys particularly.

I have come near thrashing that boy of mine several times, and I have told him if he did it again I would.

Mrs. O'Lanus has observed that if I did my duty by Themistocles I would whip him oftener.

I think I should if I didn't feel that it would hurt me worse than it did him.

That is just how selfish parents are. They don't consider their neighbors.

Every other man thinks his neighbor's boy the worst boy that ever was, and ought to be thrashed, sir, every day of his life, and if he was his boy, he would do it, sir.

But, somehow, when he has a boy of his own, he don't do it.

Perhaps, if they were to change off boys to be thrashed, justice might be done the subject.

Then the next thing would be, the boys pas would be thrashing each other.

If you don't understand how it is, get a boy of your own and try it.

Girls are not so much trouble, till they grow up, and then you can put them off on some other man, who will think you are bestowing happiness on him, and won't find out his mistake until it is too late.

Having been taken in that way yourself, you have no conscientious compunctions in retaliating on some unsophisticated youth, as you were yourself at the time.

TROUBLED WITH CHICAGO DIPHTHERIA.

There was a fellow once who stepped out of the door of a tavern on the Mississippi, meaning to walk a mile up the shore to the next tavern. Just at the landing there lay a big raft, one of the old-fashioned whalers—a raft a mile long.

Well, the fellow heard the landlord say the raft was a mile long, and he said to himself, "I will go further and see this great wonder, and let my eyes behold the timber which the hand of man hath hewn." He got on the lower end and began to ambulate over the raft in pretty fair time. But just as he got started, the raft started too, and as he walked up the river it walked down, both going at the same rate. When he got to the end of the sticks, he found they were near shore and in sight of the tavern; so he landed and walked straight into the bar-room he had come straight out of. The general sameness of things took him a little aback, but he looked the landlord steady in the face and settled it in his own way.

"Publican,' said he, "are you gifted with a twin brother, who keeps a similar-sized tavern, with a duplicate wife, a comporting wood-pile, and a corresponding circus-bill, a mile from here?"

The tavern-keeper was fond of fun, and accordingly said that it was just so.

"And, publican, have you among your drygoods for the entertainment of a man and a horse whisky of the same size as that of your brother's?"

And the tavern man said, from the rising of the sun even unto the going down of the same, he had.

They took the drinks, when the stranger said:

"Publican, that twin brother of yours is a fine young man—a very fine man, indeed. But do you know, I'm afraid that he suffers a good deal with the Chicago diphtheria."

"And what's that?" asked the tod-sticker.

"It's when the truth settles so far in a man that none of it ever comes out. Common doctors, of the catnip sort, call it lyin'. When I left your brother's confectionery, there was a raft at his door, which he swore by his life was a mile long. Well, Publican, I walked that raft from bill to tail, from his door to yours. Now, I know my time, an' I'm just as good for myself as a hoss, and better than any man you ever did see. I always walk a mile in exactly twenty minutes, on a good road, and I'll be busted with an overloaded Injun gun if I've been more'n ten minutes coming here, steppin' over the blamed logs."

MARK TWAIN ON THE ACCORDEON.

Mark was, as many other young men are at some period of their lives, anxious to learn music. He tried first one instrument, then another, till finally he settled down to the accordeon. On that soul-stirring article of music he learned to play that melodious and popular air, "Auld Lang Syne." For about a week he continued to torture his unwilling hearers, when, being of an ingenious turn of mind, he endeavored to improve on an original melody by adding some variations of his own. But who has ever seen a real genius succeed yet? Just as Mark had finished his only tune, and wound up with an admirable flourish, the landlady rushed into his room, and said she:

"Do you know any other tune but that, Mr. Twain?" He told her meekly that he did not. "Well, then," said she, "stick to it as it is; don't put any variations to it; because it's rough enough on the boarders as it is now."

The upshot was, that its "roughness" was soon made manifest, for half the boarders left, and the other half would have left had not the landlady discharged Mark. Then, like the Wandering Jew, Twain went from house to house. None would undertake to keep him after one night's music; so, at last, in sheer desperation, he went to board at an Italian lady's, Mrs. Murphy by name. He says:

"The first time I struck up the variation, a haggard, care-worn, cadaverous old man walked into my room, and stood beaming upon me a smile of ineffable happiness. Then he placed his hand upon my head, and, looking devoutly aloft, he said, with feeling unction, 'God bless you, young man! God bless you! for you have done that for me which is beyond all praise. For years I have been suffering from an incurable disease, and, knowing that my doom was sealed, and that I must die, I have striven with all my power to resign myself to my fate, but in vain—the love of life was too strong within me. But Heaven bless you, my benefactor! for since I heard you play that tune, and those variations, I do not want to live any longer—I am entirely resigned—I am willing to die—in fact, I am anxious to die.' And then the old man fell upon my neck, and wept a flood of happy tears. I was surprised at these things, but I could not help giving the old gentleman a parting blast, in the way of some peculiar lacerating variations, as he went out of the door. They doubled him up like a jack-knife, and the next time he left his bed of pain and suffering, he was all right in his metallic coffin."

CARRYING HELL-FIRE IN HIS POCKET.

The *Banner of Light* tells the following story of a Universalist minister who attended a convention of his Western brethren in a new village in the wilderness, where malaria and the disease incident thereto abounded. He took the precaution to carry a vial of cayenne in his pocket, to sprinkle his food with, as a preventive to fever and ague. The convention met, and at dinner a tall Hoosier observed the parson as he seasoned his meat, and addressed him thus:

"Stranger, I'll thank you for a little of that ere red salt, for I'm kind o' cur'ous to try it."

"Certainly," returned the parson; "but you will find it very powerful; be careful how you use it."

The Hoosier took the proffered vial, and, feeling himself proof against any quantity of raw whisky, thought that he could stand the red salt with impunity, and accordingly sprinkled a junk of beef rather bountifully with it, and forthwith introduced it into his capacious mouth. It soon began to take hold. He shut his eyes, and his features began to writhe, denoting a very inharmonious condition physically. He opened his mouth and screamed fire!

"Take a drink of cold water," said the parson.

"Will that put it out?" asked the martyr, suiting the action to the word. In a short time the unfortunate man began to recover, and, turning to the parson, his eyes yet swimming in water, exclaimed:

"Stranger, you call yourself a 'Versalist, I believe?"

"I do," mildly answered the parson.

"Wal, I want to know if you think it consistent with your belief to go about with hell-fire in your breeches pockets?"

A CHINESE MAGISTRATE.

In Tientsin, some twenty years ago, was a high magistrate named Wang, who aimed to be just in his decisions, kind and condescending to the people, and who, consequently, was popular, loved, and honored. One day a blind man and a peddler of cloth happened to be near each other in a private retreat. The peddler laid down his package, which the blind man ran against. Supposing himself to be unobserved, he abstracted two pieces of cloth, and attempted to proceed on his way. He denied the theft, and main-

tained that the cloth was his. The owner had him arrested and brought before Mr. Wang for condemnation and punishment. The magistrate, instead of proceeding in the usual way, examined the cloth, and, seeming to be struck with its quality and color, exclaimed: "What fresh colors! what fine cloth!" The blind man, thrown off his guard, replied: "Yes; this red piece and this green piece are excellent. I purchased them at a certain place," mentioning the name of a cloth shop in another part of the city. The magistrate at once returned the cloth to the complainant, and had the blind man bambooed. For, instead of being green and red, both pieces were white.

A man charged with stealing a fowl was brought before Mr. Wang, who required the biped in question to be present. He demanded of the plaintiff what food he was accustomed to give the fowl. The reply was "kauliang." His Honor then made the same inquiry of the defendant, who replied that he had given it nothing but millet (called usually "small rice") for a long while. Mr. Wang ordered a knife to be brought, and had the fowl killed in his presence, and the contents of the crop examined. It was found to contain nothing but kauliang, and the verdict was accordingly rendered for the complainant.

A QUEER SCENE IN COURT.

One of those ludicrous incidents that occasionally are witnessed in the dignified presence of a hall of justice, occurred in the United States District Court, recently. A German farmer from the country came in to be sworn as a surety on the bond of a gentleman who was getting his tobacco relieved from the seizure that it had suffered from the authorities. Having been informed that he must swear to certain matters, he was brought into court.

Judge Leavitt then proceeded to question him.

"Are there any mortgages on your property?"

"Not a d—d mortgage on mine property, and plenty of moneys at home," said the affiant, with the utmost simplicity, keeping to his duty in the line of swearing.

The Judge saw the man was honest and meant no contempt, so, relaxing his dignity, with a smile on his face, he proceeded with the next question.

"Do you owe any debts?"

"Not one d—d cent; und ven I gets all as peoples owes me, I bees richer as I am."

"These bonds are approved," replied the Judge, with a smile twinkling in his eyes.

About a score of men, the affiant among them, were seen hurrying out of the court-room, with faces red with suppressed laughter. Having passed into the hall, out of hearing of the Court, each man sought a quiet place to be relieved of his pent-up laughter.

The honest old Teuton had, beyond doubt, experienced for the first time the process of swearing before a court. It had been previously explained to him by telling him he must swear, and he had evidently mistaken the civil oath for profanity, as his serious manner throughout the whole proceeding indicated.

SYMBOLIC MEANING OF COLORS.

White was the emblem of light, religious purity, innocence, faith, joy, and life. In the judge it indicates integrity; in the sick man, humility; in the woman, chastity.

Red, the ruby, signified fire, divine love, the Holy Spirit, heat of the creative power, and royalty. White and red roses express love and innocence, or love and wisdom, as in the garland with which the ancients crowned St. Cecilia. In another sense, red signified blood, war, hatred, and punishment. Red and black combined were the colors of purgatory.

Blue, or the sapphire, expressed Heaven, the firmament, truth, constancy, fidelity.

Yellow, or gold, was the symbol of the sun, of the goodness of God, of initiation or marriage, faith or faithfulness. In the picture of the apostles, St. Peter wears a yellow mantle over a blue tunic. Yellow also signifies inconstancy, jealousy, deceit; in this sense it is given to the traitor Judas, who is generally habited in dirty yellow.

Green, the emerald, is the color of the spring, of hope, particularly hope of immortality and of victory, as the color of the palm and laurel.

Violet, the amethyst, signified love and truth, or passion and suffering. Hence it is the color often worn by the martyrs.

Black expressed the earth, darkness, mourning, wickedness, negation, death, and was appropriate to the Prince of Darkness. In some old, illuminated manuscripts, Jesus, in the temptation, wore a black robe. White and black together signify purity of life, and mourning or humiliation.

EARLY THUNDER.

A family in La Crosse, Wis., have been missing stove-wood for several weeks past. On the return of the members of the family, a few days since, the case was stated, and Sunday a very pretty stick of fuel was left with the others on the wood-pile. In the stick were two ounces of powder for safe keeping. Monday the stick was there—Tuesday the stick was there, and the laugh was getting on the man who fixed it. Wednesday morning the stick was gone. Wednesday morning an explosion was heard in a house near by, and the kitchen window was spared no panes. On going to the spot a sight might have

been seen. The stove had joined a conference. A kettle of pork and cabbage shot up through the roof like an arrow. A dish of apples stewing on the stove gave the ceiling the appearance of a map of California. A cat sleeping under the stove went through after the devil, or the doctor. The cat has not been heard from since, but a smell of burnt cat-hair pervades that house very thoroughly. A flat-iron was hoisted into a pan of dough, a chair lost three legs, the wood-box looks sick, while the roof of the house looks like a bursted apple-dumpling. The occupants of the ruin say: "Such tunder never comes perfore. I buys a litenin'-rod, by tam!"

HUMOR OF AN AFGHAN CHIEF.

When Major Lumsden was in Afghanistan, the Sardar expressed a desire one day to see the rifle practice of the English. In the course of the shooting, he saw some sparrows' heads shot off; and whilst expressing great astonishment at the feat, remarked that it was much more difficult to shoot at a hen's egg and smash it, than to knock off any number of sparrows' heads. The Major and his friends laughed at this nice difference, but the Sardar was determined that his assertion should at once be put to the test, and accordingly ordered one of his attendants to fetch an egg, and suspend it against the opposite wall of the court. This being done, firing was commenced by the English, and, to their amazement, after some dozen shots, the egg was unharmed. The Sardar and his attendants maintained their gravity, and every moment volunteered some excuse for the miss, as each bullet failed to smash the egg. Presently, by accident, a ball happened to sever the thread by which it was suspended, and down fell the egg upon the pavement below, but, to the astonishment of Major Lumsden and his friends, did not smash. The trick was now apparent, and they joined the Sardar and his friends in a hearty laugh at the deception. The trick had been pre-arranged by the heir-apparent, who had prepared the egg by having its contents blown out through a hole at the end. The empty egg-shell, as light as a feather, was pushed aside by the wind of the bullet, and could not be struck.

SCENE IN COURT.

The judge of one of the New Orleans municipal courts sat gloomy and grand on his bench of ermine. The prisoner occupied the dock, apparently meek and downcast. She had a merry twinkle in her eye, however, that promised mischief, and had the magnate but perceived it, he would have been more careful in his questions.

"How many times are you coming up here?"

"What, yer honor?"

"How many times are you coming before me? This is the third time the present week."

"O, no, yer honor."

"Didn't I see you here yesterday?"

"Why, no, yer honor; it was last night yer seed me, in the concert-saloon. It was a bit of drink we had together, and yer honor did talk beautifully, wid yer cunning ways and saucy jokes. Ay, yer honor's the man for the gals; yees are smart."

"Stop your tongue—you can go."

"Thank ye, yer honor."

The prisoner went out—the judge blushed, and the audience roared.

THREE CHEERS FOR THE NEW-MARRIED COUPLE.

"What noise is that?" said Mrs. Partington to Ike, as that hopeful was looking through the window at a crowd collected in front of his mother's humble dwelling. "They are giving three cheers to the newly-married folks across the way," was the answer. "Only three cheers?" said the widow, as her mind darted back to the opening of her own married life; "only three cheers! It seems to me they make a great fuss about such a little thing. Why, sakes alive, I had a half dozen when I was married to your father, Isaac, and he bought six more at auction when we went to housekeeping. I don't see how they can get along with only three, but its always well to begin in a small way." Ike gave a most unfilial snicker; but the widow was too deeply absorbed in the memory of other days to heed the ungracious act of her only son.

GREATNESS OF MIND.

A Corsican, the leader of a gang of banditti, who had long been famous for his exploits, was at length taken, and committed to the care of a soldier, from whom he contrived to escape. The soldier was tried, and condemned to death. At the place of execution, a man, coming up to the commanding officer, said: "Sir, I am a stranger to you, but you shall soon know who I am. I have heard that one of your soldiers is to die for having suffered a prisoner to escape. He was not at all to blame; besides, the prisoner shall be restored to you. Behold him here—I am the man. I cannot bear that an innocent man should be punished for me, and I came to die myself." "No!" cried the French officer, who felt as he ought the sublimity of the action; "thou shalt not die, and the soldier shall be set at liberty. Endeavor to reap the fruits of thy generority; thou deservest to be henceforth an honest man."

COLONEL CORRY O'LANUS THINKS OF STARTING A PAPER.

The Colonel says: "I have received so many applications for situations on my new paper, that I wish it to be understood that I don't want any more reporters, proof-readers, type-setters, cashiers, foreign correspondents, advertising agents, or managing editors. In fact, the issuing of my paper is postponed for the present. We wish it to be understood that we have got all the capital, the brains, and the cheek. All the delay is in the mechanical accessories. The kind of ink-stands we wish for our editorial rooms have to be made to order. I have been measured for a pen-holder and a pair of scissors, which are to be finished this year. We have engaged an oyster-stand for our office, and calculate to furnish all our yearly subscribers on the half-shell—that is to say, those who pay half-yearly in advance. Somebody is trying to suppress our paper, but it is not to be suppressed. As the poet beautifully observes,

"'Truth crushed to earth will rise again,
And waste its sweetness on the desert air.'"

WE PASS FOR WHAT WE ARE.

A man passes for what he is worth. Very idle is all curiosity concerning other people's estimate of us, and all fear for remaining unknown is not less so. If a man knows that he can do anything—knows that he can do it better than any one else—he has a pledge of acknowledgment of that fact by all persons. The world is full of judgment-days, and into every assemblage that a man enters, in every action that he attempts, he is gauged and stamped. In every troop of boys that whoop and run in each yard and square, a new-comer is well and accurately weighed in the course of a few days, and stamped with his right number, as if he had undergone a formal trial of his speed and temper. A stranger comes from a distant school, with a better dress, trinkets in his pockets, with airs and pretensions. An older boy says: "It's of no use, we shall find him out to-morrow."

TRUE BENEFICENCE.

An old priest of the name of Guyot lived and died in the town of Marseilles, in France. He amassed a large fortune by the severest habits of abstinence and privation. His neighbors considered him a miser, and thought that he was hoarding up money for mean and avaricious motives. The populace pursued him whenever he appeared, with hootings and execration, and the boys sometimes threw stones at him. He at length died, and in his will were found the following words:

"Having observed from my infancy the poor of Marseilles are ill-supplied with water, which can only be purchased at a great price, I have cheerfully labored the whole of my life to procure for them this great blessing; and I direct that the whole of my property shall be laid out in building an aqueduct for their use."

A CAUTIOUS TRAVELER.

A traveler entered a tavern, and seeing no one present but the landlord and a negro, seated himself, and entered into conversation with the negro. Shortly afterward, he asked Sambo if he was dry. Sambo said he was. Stranger told him to go to the bar and take something at his expense. Negro did so, and soon left. Landlord says to the stranger: "Are you acquainted with that nigger?" "No; never saw him before; but why do you ask?" "I supposed so, from your conversing with him and asking him to drink." "Oh," said the stranger, "I was only experimenting. The fact is, I was dry myself, and I thought that if your liquor didn't kill the negro in fifteen minutes, I would venture to take a drink myself."

THE SHEEP AND THE WOLVES.

An old and weather-worn trapper was recently seen sauntering along the main street of one of our Western villages. Pausing in front of a little meeting house for a moment, he went in and took his seat among the congregation. The preacher was discoursing on the text of "the sheep and the wolves," and, having evidently been drawing a contrast between the two subjects, says he, "We who assemble here from week to week and do our duty and perform our part, are the sheep; now, who are the wolves?" A pause, and our friend the trapper rose to his feet: "Wa'al, stranger, rather than see the play stopped, I will be the wolves!" The preacher was vanquished.

IMPOSING UPON AN UNSUSPICIOUS NATURE.

During the cross-examination of a false witness at the Tombs, the other day, the district attorney asked him where his father was, to which the witness responded, with a melancholy air, "Dead, sir; dropped off very suddenly, sir." "How came he to drop off suddenly?" was the next question. "Foul play, sir; the sheriff imposed upon his unsuspicious nature, sir, and, getting him to go on a platform to take a look at a select audience, suddenly knocked a trap-door from under him, sir."

CURIOSITIES OF SLEEP.

A distinguished lawyer was consulted upon an important and difficult case, which he studied for several days with anxious care. His wife then saw him rise in the night, and go to a desk in the bedroom. He sat down and wrote a long paper, which he carefully placed in the desk. He then returned to bed, and in the morning told his wife that he had dreamt of delivering a clear and luminous opinion about a case which had greatly perplexed him, and that he wished he could remember the train of thought of his dream. She directed him to the desk, and there he found the opinion clearly copied out, which proved to be correct.

THE REVOLUTIONS OF LIFE.

The world is like a vast sea, mankind like a vessel, sailing on its tempestuous bosom; our prudence is its sails, the sciences serve us for oars, good or bad fortunes are the favorable or contrary winds, and judgment is the rudder. Without this last, the vessel is tossed by every billow, and will find shipwreck in every breeze. In a word, obscurity and indigence are the parents of vigilance and economy, of riches and honor, riches and honor of pride and luxury, pride and luxury of impurity and idleness, and impurity and idleness may again produce indigence and obscurity. Such are the revolutions of life.

A LITTLE GIRL'S IDEA OF CONGRESS.

At an examination in one of our young ladies' seminaries, the other day, the question was put to a class of little ones, "Who makes the laws of our Government?" "Congress," was the ready reply. "How is Congress divided?" was the next question. But the little girl to whom it was put failed to answer it. Another little girl in the class raised up her hand, indicating that she could answer it. "Well," said the examiner, "Miss Sallie, what do you say the division is?" Instantly, with an air of confidence as well as triumph, the answer came: "Half civilized and half savage!"

THE KENTUCKIAN AND THE ENGLISHMAN.

A Kentuckian, becoming incensed at the boastfulness of an Englishman as to the superiority of British inventions, exclaimed: "Pshaw! they are of no account. Why, a house-painter in my neighborhood grained a door so exactly in imitation of oak, that last year it put forth leaves, and grew an excellent crop of acorns; and another fellow, up in Iowa, has just taught ducks to swim in hot water, and with such success that they lay boiled eggs!" The Englishman from that time exhibited a modest and subdued air.

LOOKING AHEAD.

A sailor, calling upon a goldsmith, asked him what might be the value of an ingot of gold as big as his arm. The shop-keeper beckoned him into a back room and primed him with grog, for the absorption of which the sailor showed great capacity. He then asked to see the ingot. "O," said Jack, "I haven't got it yet; but I'm going to the diggins, and would like to know the value of such a lump before I start."

WANTED TO BE CALLED AT A CERTAIN HOUR.

The following scene is laid in a first-class hotel:

Traveler—"I desire to be called at six o'clock."

Clerk (with gold chain)—"If you will ring the bell at that hour, one of the boys will attend to your case."

A GOOD SHOT.

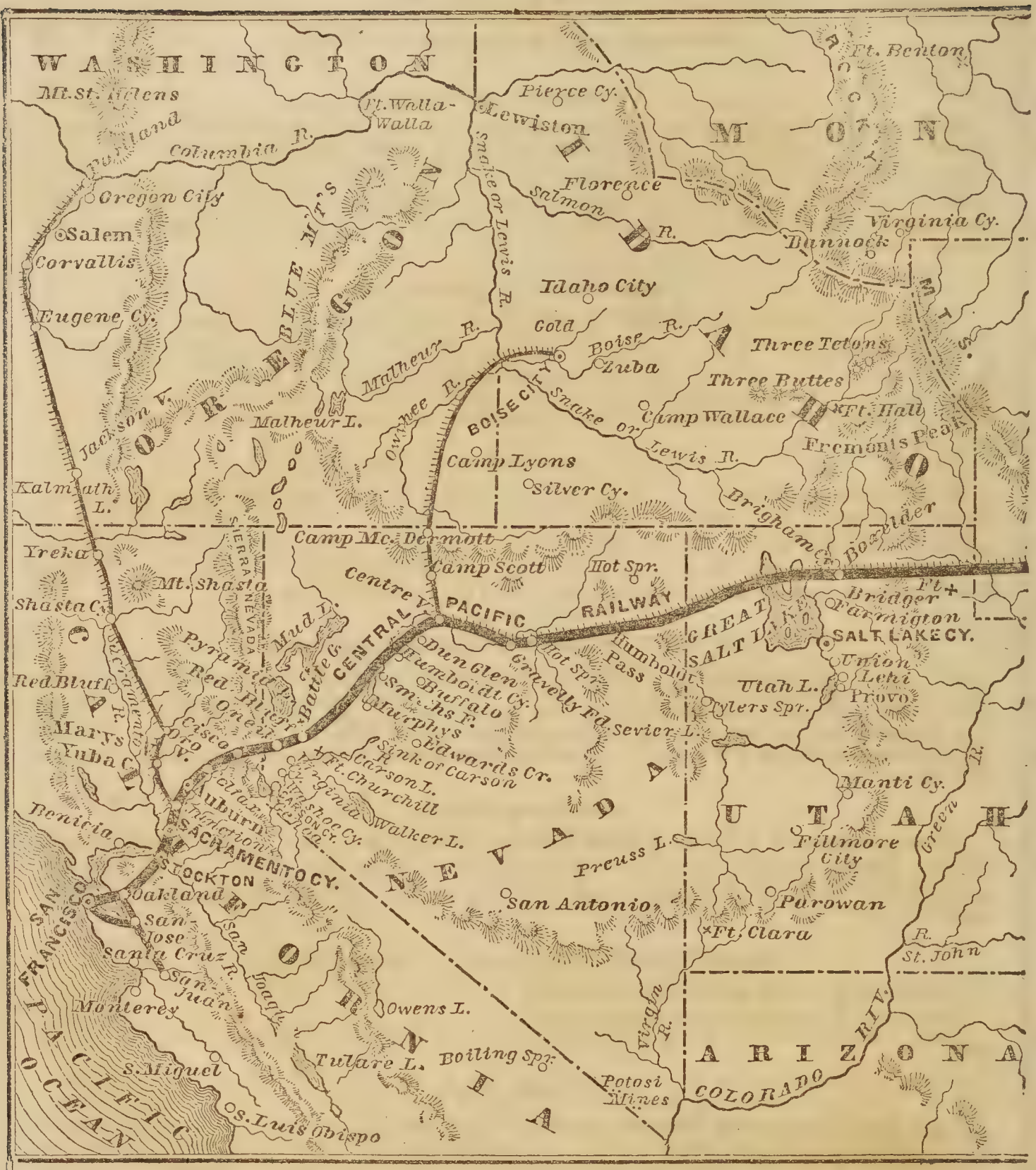
A boy was relating how his father had just come in from hunting, and bragged of having killed nine hundred and ninety-nine pigeons at one shot. "Why didn't he call it a thousand?" asked a bystander. "Great Heavens!" said the boy, "do you think my father would tell a lie just for one pigeon?"

THE SOLILOQUIZING DARKEY.

The pompous epitaph of a close-fisted citizen closed with the following passage of Scripture: "He that giveth to the poor lendeth to the Lord." "Dat may be," soliloquized Sambo, "but when dat man died *de Lord didn't owe him a red cent!*"

WHAT IS FAITH?

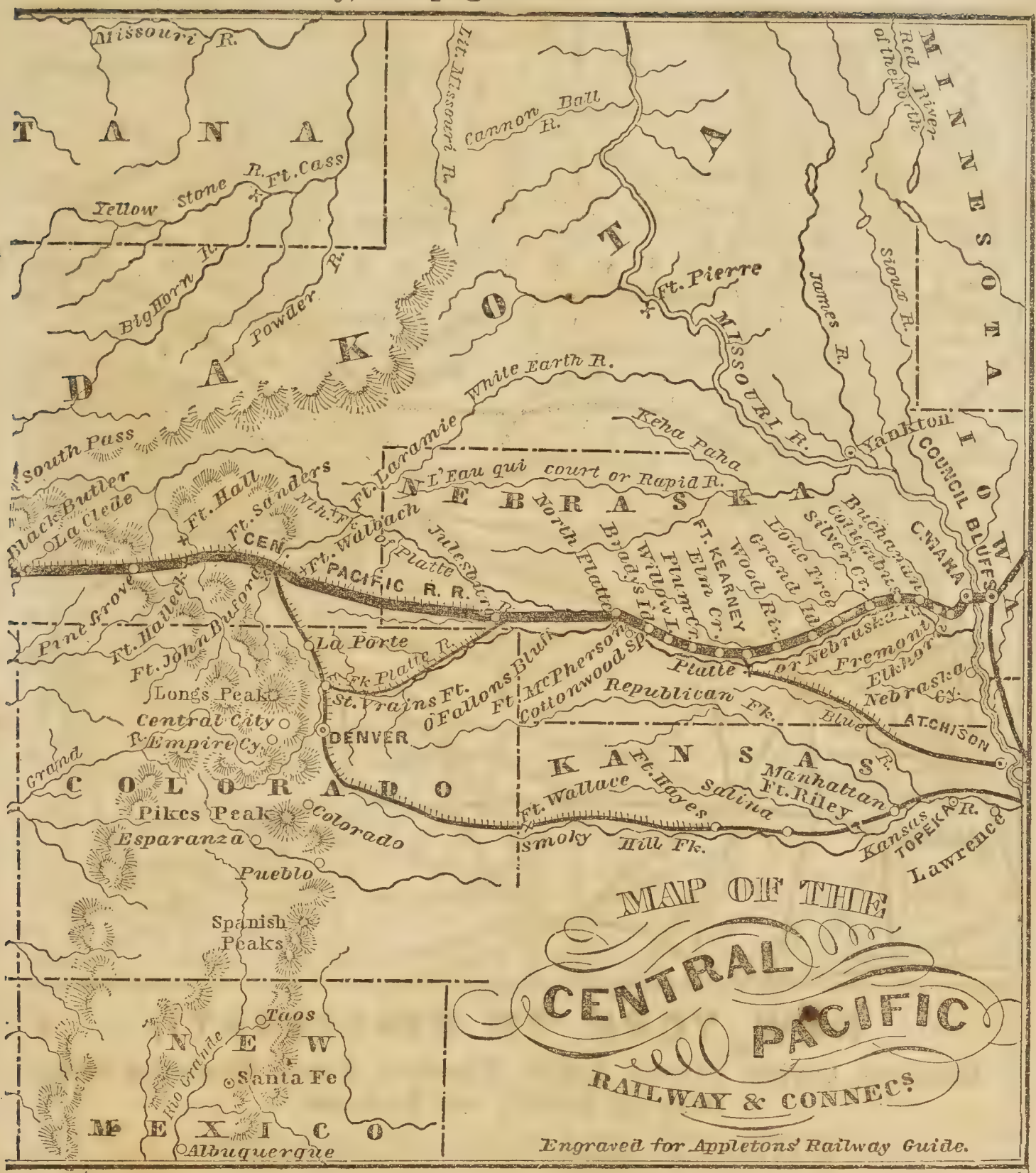
A child was asked, "What is faith?" She answered, "Doing God's will, and asking no questions."



THE CENTRAL PACIFIC RAILWAY OF CALIFORNIA is now completed to ELKO, 460 miles from Sacramento, and will be completed to Echo City, in the Wasatch Mountains, before the 4th of July, 1869.

At ELKO, connection is made with Wells, Fargo & Co.'s Stages and Express for all points in Nevada, Idaho, and Utah.

Passengers can leave San Francisco by splendid river steamers at 4 P.M., and connect with the Central



Pacific Railway at Sacramento next morning, reaching Virginia City at 3 P. M., and Unionville, in the Humboldt Valley, or Austin, the day following.

Freight can be sent over this road *via* Cape Horn and San Francisco to the principal towns in the State of Nevada, from two and a half to four cents per pound, and to Idaho and the west half of Utah for from five to eight cents, and freight *via* Panama at about two cents more than the above rates.

Offices, Nos. 56, 58 & 60 *K Street, Sacramento, Cal., and No.* 54 *William Street, New York.*

NEW YORK TO CINCINNATI,

Hamilton, Dayton, Urbana, Galion, Mansfield, Akron, Meadville, Corry, Dunkirk, Buffalo, and Rochester,

WITHOUT CHANGE OF COACHES!

From and after Monday, December 28th, 1868, the NIGHT EXPRESS leaving New York at 6 30 P. M., on *Saturdays* will run directly through without change, reaching **Cleveland at 8 o'clock Sunday evening,** and **Cincinnati at 7 o'clock Monday morning,** making this

THE ONLY DAILY LINE between New York and Cincinnati, without Change of Coaches.

☞ Passengers taking tickets by this Route can now depend upon going through **without detention,** as the whole line, from New York to Cleveland and Cincinnati, is under one management.

NEW YORK TO CHICAGO,

Toledo, Indianapolis, St. Louis, and principal Western Cities,

WITH BUT ONE CHANGE OF COACHES!

Under the Time-Table adopted December 28th, 1868, the NIGHT EXPRESS of this Railway, leaving New York at 6 30 P. M., makes a d[illegible] connection at **Buffalo, Dunkirk,** and **Cleveland,** for all parts of the West and Northwest.

☞ **Three Express Trains Daily:** 8 00 A. M., Day Express; 10 00 A. M., Express Mail; and 6 30 P. M., Night Express.

☞ **SLEEPING COACHES,** combining all the modern improvements, are attached to Day Express at Hornellsville, running through to Cleveland without change. Night Express has Sleeping Coaches attached at Jersey City, running through to Rochester, Buffalo, Dunkirk, Cleveland, and Cincinnati, without change.

MAP OF THE
HUDSON RIVER
RAILWAY & CONNECTIONS
Engraved for Appletons' Railway Guide.
LAKE GEORGE
Caldwell
LAKE CHAMPLAIN
Whitehall
Ft. Edward
Hudson R.
Glens Falls
Northampton
SARATOGA SPRS.
BALLSTON SPRS.
Saratoga L.
Stillwater
MECHANICS V.
To Montreal
RUT. & WASH.
EAGLE BR.
To Montreal &c.
W. VER. R. R.
Junc.
Bennington
VERMONT
Palatine Br.
Fonda
NEW YORK CENTRAL
To Rochester, Buffalo &c.
Mohawk R.
Alb. Jt.
TROY, BOST.
SCHENECTADY
TROY
W. TROY
ALBANY
E. ALBANY
N. Adams
Sharon Springs
Otsego L.
Schoharie
Schoharie R.
Cooperstown
Cedar Hill
Coeymans
New Baltimore
Coxsackie
Castleton
Schodack
Stuyvesant
Cox sackie
WESTERN R.R.
Pittsfield
State L.
CHATHAM 4 CORS.
Stockport
Gilboa
Ashland
Athens
Catskill
Mountain House
Malden
CATSKILL MTS.
Saugerties
Glasco
HUDSON
Catskill Sta.
German T.
Tivoli
Barry T.
Rhinebeck
Staatsburg
Hyde Park
POUGHKEEPSIE
New Hamburg
Fishkill
Cold Spr.
Garrisons
Ft. Montgomery
PEEKSKILL
E. Haverstraw
Croton
Sing Sing
Tarry T.
Irvington
Dobbs Fer.
Hastings
Yonkers
Kings Br.
Ft. Washington
Flushing
Hempstead
BROOKLYN
Westfield
SPRINGFIELD
To Boston &c.
Delaware R.
Delhi
Denning
Liberty
Monticello
Kingston
Roundout
New Paltz
Lansing
D. & H. Canal
Middle Hope
NEWBURGH
New Windsor
Cornwall
Port Jervis
N.Y. & E. R.R.
Chester
WEST POINT
Warwick
Ft. Montgomery
Caldwell
Haverstraw
Nyack
Tappan B.
Piermont
Newton
Waterloo
Hacketts T.
MORRIS & ESSEX R.R.
NEW YORK
NEWARK
Jersey Cy.
Ft. Lee
Bulls Fer.
NEW JERSEY
HARLEM R.R.
Housatonic R.
Winsted
Farmington
HARTFORD
New Milford
Berlin
Waterbury
Middle T.
Hawley V.
Danbury
Paterson
N.H. & S. R.R.
NEW HAVEN
CONNECTICUT R.
CONNECTICUT
Naugatuck
Bridgeport
N.Y. & N.H. R.R.
Norwalk
LONG ISLAND S.D.
Riverhead
Syosset
Hicks V.
L.I. R.R.
LONG ISLAND

HUDSON RIVER RAILWAY.

COMMODORE C. VANDERBILT, President; WM. H. VANDERBILT, Vice-Pres.; J. M. TOUCEY, Gen. Supt.; J. BURDETT, Asst. Supt.; and C. H. KENDRICK, Gen. Ticket Agent, New York. [*Nov.* 23.

New York to Albany and Troy.								STATIONS.	Troy and Albany to New York.							
Pass.	Exp.	Exp.	Pass.	Exp.	Pass.	Exp.	Mls.		Mls.	Exp.	Exp.*	Exp.	Mail	Exp.	Mxd	Pass.
P. M.	P. M. *	P. M.	P. M.	A.M.	A.M. *	A. M.		LEAVE ARRIVE		A.M. *	A.M.	P.M. *	P. M. *	P. M.	A.M. *	A.M.
							0	...**New York**...	150							
11 00	6 00	3 30	1 30	11 30	9 00	8 00	3	....30th street....	147	7 30	11 30	4 15	6 20	10 30	2 30	6 30
			1 50		9 20		8	....Manhattan....	142							
			1 54		9 24		9	....152d street....	141							
			1 59		9 29		10	..Ft. Washington.	140							
			2 08		9 38		13	.Spuyten Duyvel.	137							
			2 13		9 42		14	.....Riverdale....	136							
			2 16		9 46		15	..Mt. St. Vincent..	135							
			2 25	12 05	9 52		17	.... **Yonkers**....	133				5 40	9 56		5 40
			2 28		9 55		18	.... Glenwood....	132				5 33			
			2 37		10 03		21	.....Hastings.....	129				5 24			
12 13			2 43		10 09		22	..Dobbs' Ferry [1]..	128				5 20		1 18	5 20
			2 50		10 16		24	.... Irvington	126				5 11			
12 31			2 59	12 28	10 24		27	....Tarrytown [2]...	123		10 27		5 04	9 33	12 58	
			3 09		10 33		31	...Scarborough...	119				4 54			
12 50			3 15	12 41	10 39		32	....Sing Sing.....	118		10 14		4 50	9 20	12 35	
			3 23		10 46		36	..... Croton	114				4 39		12 07	
			3 30		10 53		37	.....Cruger's.....	113				4 31			
			3 35		10 58		41	.....Montrose.....	109				4 27			
1 26	7 38	5 03	3 48	1 06	11 10	9 30	43	...**Peekskill**....	107	6 00	9 52	2 41	4 21	8 58	11 45	
			3 58		11 20		47	.Ft. Montgomery.	103				4 08			
	7 58	5 24	4 09	1 26	11 30	9 50	51	...Garrison's [3]....	99		9 30	2 19	3 58	8 37	11 13	3 37
		5 32	4 17	1 34	11 38		54	...Cold Spring....	96		9 23	2 12	3 50		11 03	
			4 24		11 45		56	.Cornwall Station.	94				3 41			
2 18	8 19	5 47	4 34	1 48	11 54	10 08	60	.....Fishkill [4]	90		9 09	1 58	3 35	8 18	10 40	
			4 42		12 00		64	....Low Point....	86				3 26		10 20	
		6 02	4 51	2 02	12 10		66	..New Hamburg..	84		8 55	1 44	3 20		10 10	
			5 02		12 20		71	...Milton Ferry...	79				3 08		9 45	
3 10	9 00	6 31	5 15	2 30	12 30	10 43	75	.**Poughkeepsie**.	75	4 53	8 35	1 25	3 00	7 48	9 29	2 15
		6 45		2 44			80	...Hyde Park....	70		8 11	1 00			9 02	
		6 56		2 55			85	....Staatsburg....	65		8 00	12 48			8 47	
4 00	9 36	7 09		3 08		11 14	90	... Rhinebeck....	60		7 48	12 33		7 07	8 31	1 10
		7 23		3 22			96	....Barrytown....	54		7 34	12 22			8 12	
4 36		7 35		3 34		11 37	100	.....Tivoli.....	50		7 23	12 12		6 45	7 57	12 38
		7 49		3 48			105	...Germantown ..	45		7 10				7 35	
		8 03		4 02		12 00	111	. Catskill Station..	39		6 58	11 45		6 20	7 13	
5 30	10 35	8 15		4 14		12 11	115	.... **Hudson** [5]...	35	3 19	6 47	11 33		6 09	6 57	11 40
		8 26		4 25			119	....Stockport.....	31		6 35				6 40	
		8 35		4 34			123	Coxsackie Station	27		6 28	11 14			6 29	
		8 42		4 41			125	...Stuyvesant....	25		6 21	11 06			6 20	
		8 57		4 56			132	.... Schodack.....	18		6 07				6 03	
		9 05		5 04			135	.... Castleton.....	15		5 58	10 43			5 52	
6 50	11 40	9 25		5 25		1 15	144	...East Albany...	6	2 20	5 40	10 25		5 10	5 30	10 10
7 00	11 50	9 30		5 30		1 25		.....**Albany**.....		2 15	5 30	10 15		5 00		10 00
7 10		9 45		5 45		1 40	150	.....**Troy**.....	0		5 15	10 00		4 45		9 45
A.M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.		ARRIVE LEAVE		A.M.	A.M.	A.M.	P. M.	P. M.	P.M.	P.M.

* **Sunday Trains.**—Leave New York for Albany and Troy at 6 00 p. m. Leave Albany for New York at 2 15 a. m.; leave Troy and Albany at 10 00 a. m.; and East Albany at 5 30 p. m.

[1] Ferry to Piermont (Erie Railway termini.)
[2] Ferry to Nyack, opposite.
[3] Ferry to **West Point**, opposite.
[4] Ferry to Newburg (terminus of Newburg Branch of Erie Railway).
[5] Junction of Hudson and Boston Railway.

HUDSON RIVER LOCAL ACCOMMODATION TRAINS.

Yonkers.—Leave for Yonkers at 4 30 & 11 30 p. m. Leave Yonkers at 9 30 a. m. and 6 30 p. m.
Tarrytown.—Leave New York for Tarrytown at 5 30 p. m. Leaves Tarrytown at 6 45 a. m.
Sing Sing.—Leave New York for Sing Sing at 6 30 p. m. Leave Sing Sing at 7 40 a. m.
Peekskill.—Leave New York for Peekskill at 7 00 a. m. and 4 00 p. m. Leave Peekskill at 6 35 a. m. and 1 30 p. m.
Poughkeepsie.—Leave New York for Poughkeepsie at 5 00 p. m. Leave Poughkeepsie 6 35 a.m.

MAP OF THE
CAMDEN & AMBOY
RAILWAY
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
NEW YORK
Newark
Elizabeth
Rahway
SOUTH AMBOY
NEW BRUNSWICK
Raritan
Deans Pond
Flemington
Mon. Junc.
Princeton
Doyles T.
TRENTON
Morris V.
Bristol
Cornwells
Tacony
Browns
Spotswood
JAMESBURG
Free hold
Cranberry
Hightstown
Windsor
Yardville
BORDENTOWN
Florence
BURLINGTON
Mt. Holly
Pemberton
Beverly
Hulings
Fish House
CAMDEN
Gloucester
Woodbury
Barnesboro
Porches
Forest Gr.
Atlantic City
Millville
P. Elizabeth
Petersburg
Dennis Cr.
Cape May C. L.
Millerstown
Cape H.
CAPE MAY
Pt Clinton
Reading
Leb. Val. R. R.
Phil. & Read.
Chester Jc.
Downing T.
Parkesburg
Leaman Pt.
Lancaster
Mt. Joy
Middle T.
PHILADELPHIA
Grays Fer.
Lazaretto
Westchester
Chester
Claymont
WILMINGTON
Staunton
Newark
Elkton
Charlestown
Havre de Grace
Perrymans
Magnolia
Stemmers Run
BALTIMORE
Relay H.
Washington Jc.
Annapolis Jc.
Annapolis
White Oak
Paint Branch
Bladensburg
WASHINGTON
Alexandria
HARRISBURG
To Pittsb'g
Oxford
Susquehanna R.
York
Harrington
Milford
Dover
Delaware R.
SALEM
Husteads
BRIDGETON
Leesburg
GLASSBORO
Haraing
PITTS GR.
DELAWARE BAY
ATLANTIC
DELAWARE
CHESAPEAKE
Eastn. Penn. R. R.
Nthn. Penn. R. R.
Bel. Del. & Flem. R. R.
N. Jer. Cent. R. R.
Cam. & Atlantic R. R.
Staten I. R. R.
BROOKLYN
NEW JERSEY CAMDEN & AMBOY R. R.
WEST JER. R. R.
W. JER. R. R.
CAPE MAY & MILLVILLE R. R.
PENN. CEN. R. R.
BALT. & O.
WASH. BR.

CAMDEN & AMBOY RAILWAY, and Connections.

From New York to Philadelphia, Baltimore, Washington, and the West.

Camden & Amboy R. R.—W. H. GATZMER, President, Philadelphia, Pa.
Phila. & Trenton R. R.—V. L. BRADFORD, President, "
R. S. VAN RENSSELAER, Gen. Supt., Bordentown, N. J.
GEO. B. RAYMOND, Agent, Pier No. 1, N. R., New York.
J. W. GORE, General Ticket Agent, Philadelphia. [*Nov.* 23.

New York to Phila., Balt. and Washington. | Washington, Balt. and Phila. to New York.

Exp.	Exp.	Exp.	Exp	Acc.	Exp.	Exp.	Mail	Mls.	STATIONS.	Exp.	Exp	Exp.	Exp.	Exp.	Exp	Exp	Mail
P.M.	P. M.	P M.	P. M.	P.M.	P.M.	A.M.	A.M.		LEAVE ARRIVE	A. M.	A M.	P.M.	P.M.	P.M.	P. M.	P. M.	P.M.
*9 00	*8 40	*6 30	4 00	1 00	12 30	8 40	7 00	0	.**Cortlandt St.**. (*Ferry*)	*5 21	6 09	12 10	1 22	2 25	4 54	7 52	10 15
9 12	8 52	6 40	4 10	1 10	12 40	8 52	7 10	1	..**Jersey City**..	5 11	5 59	12 00	1 12	2 15	4 39	7 37	10 05
9 36	9 16	7 05	4 35	1 35	1 05		7 35	9	..... Newark.....	4 36	5 34	11 35	12 49	1 50	4 14	7 12	9 40
		7 15	4 49	1 50	1 15		7 45	15	.... Elizabeth	4 16	5 19	11 20	12 35	1 38	4 02	6 58	9 25
		7 30	5 04	2 05	1 25		8 00	20	.....Rahway.....	3 59	5 05	11 05		1 25			
10 26	10 06	8 00	5 34	2 44	1 54		8 30	32	**N. Brunswick** [8]	3 21	4 38	10 40	12 01	1 02	3 29	6 22	8 49
			5 52	3 05			8 46	42	.Mon. Junction [7].	2 43				12 37			
		8 29	6 07	3 23	2 21		9 01	48	..Princeton Junc..	2 25		9 59	11 25	12 26		5 42	8 14
11 09	10 50	8 50	6 30	3 53	2 40	10 45	9 24	58	...**Trenton** [6]...	1 56	3 45	9 36	11 06	12 06	2 38	5 22	7 52
			6 47	4 09				64	..**Bordentown**..			9 20					
			7 09	4 32				74	...**Burlington**...			8 58					
			7 13					77	.....Beverly								
								60	.. Morrisville ...								
								65	....Tullytown								
11 32		9 20			3 06		9 51	69	.....Bristol.....	1 17			10 41	11 41		4 59	7 24
								74	....Cornwell's....								
								80	.... **Tacony**								
			7 47	5 30				91	..... Camden.....			8 12					
			8 00	5 40				92	. **Philadelphia** .			8 00					
		10 10	P.M.	P.M.				86	Kensington (Phila.)			A.M.		11 00		4 15	
12 20	12 06	P.M.			3 57	11 52	10 42		.....Mantua.....	12 10	2 34		9 55	A.M.	1 29	4 00	6 38
12 30	12 15				4 05	12 00	10 50	90	West Philadelp'a [5]	12 00	2 25		*9 45		1 20	P. M.	*6 30
A.M.	4 15				8 09	3 45	A.M.	190	...**Baltimore**...	A.M.	10½		A.M.		9 40		2 30
	6 00				10 00	5 20		230	.. **Washington** .		8 40				8 00		12 30
	A.M.				P.M.	P.M.			ARRIVE LEAVE		P. M.				A.M.		P. M.

* Run daily. Other trains daily, Sundays excepted.

☞ **Extra Trains.**—Express Trains leave New York for Philadelphia at 10 a. m., and 5 & 12 p. m.

Via RAILWAY AND STEAMBOAT. [*Nov.* 23.

CONNECTIONS.

1 Con. with West Jersey R. R.
2 " Burl. Co. R. R.
3 " Trenton Branch.
4 " Freehold & Jamesburg Agricultural R. R.
5 Con. with Junction R. R.
5 " Pennsylvania R. R.
6 " Belvidere Del. R. R.
7 " Rocky Hill R. R., and F. & J. Ag. R. R.
8 Con. with New Jersey R. R.

Fares.—Exp. Line, $3 00; Accom. Line, $2 25; Emigrant, $1 80. Through Fare to Washington, $8 35.

Sunday Trains.—Leave New York for Philadelphia at 6 30 & 9 00 p. m.; for Washington at 8 40 p. m.

Leave West Philadelphia for New York at 9 45 a. m. and 6 30 p. m.; Washington for N. York at 8 40 p. m.

☞ New York to Philadelphia.

Exp.	Mxd.	Pass.	Mls.	STATIONS.	Mls.	Acc.	Exp.	Mxd.
P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.
2 00		6 30	0	Pier No. 1, N. R. (*Steamboat*)	92	11 08	6 30	
3 40	6 55	8 15	30	..**South Amboy**.	62	9 28	4 56	8 30
3 58	7 25	8 34	38	...South River...	54	9 11	4 40	8 00
4 09	7 55	8 43	40	....Spotswood....	52	9 04	4 32	7 41
4 21	8 25	8 52	44	..**Jamesburg** [4].	48	8 54	4 23	7 23
4 29	8 46	9 00	46	..Prospect Plains..	46	8 46	4 15	7 00
4 34	9 09	9 06	48	....Cranberry....	44	8 42	4 10	6 50
4 42	10 05	9 15	51	....Hightstown...	41	8 34	4 02	6 37
4 51	10 30	9 24	54	.....Windsor.....	38	8 23	3 53	5 41
4 59	10 55	9 33	57	.....Newtown....	35	8 15	3 45	5 25
5 08	11 25	9 42	61	.... Yardville	31	8 05	3 36	5 08
5 17	2 30	9 53	64	.**Bordentown** [3].	28	7 58	3 27	4 40
5 30	2 55	10 05	69	.....Florence.....	23	7 43	3 13	3 40
5 42	3 31	10 17	74	..**Burlington** [2]..	18	7 32	3 00	2 47
5 51	3 50	10 25	77	.....Beverly.....	15	7 22	2 52	2 30
5 58	4 03	10 32	79	.....Delanco.....	13	7 16	2 45	2 18
6 09	4 25	10 44		.... Riverton.....			2 34	
6 11	4 33	10 47	84	.....Palmyra.....	8	7 03	2 31	1 53
6 30	5 20	11 08	91	....**Camden** [1]... (*Ferry*)	1	6 42	2 12	1 15
6 40	5 30	11 20	92	..**Philadelphia**..	0	6 30	2 00	1 00
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

☞ Philadelphia to New York.

CAMDEN & AMBOY RAILWAY.—Branches, etc.

For Map, Through Trains, &c., see pages 86 & 87.

Freehold and Jamesburg Trains.—I. S. Buckelew, Sec., Treas., & Supt., Jamesburg, N. J. Trains leave Monmouth Junction for Jamesburg, Englishtown, Manalapan, and Freehold, at 7 28 & 10 16 a. m. and 5 58 p. m. Leave Jamesburg for Freehold at 8 56 & 10 43 a. m., and 4 24 & 6 17 p. m.

Returning, leave Freehold for Monmouth Junction at 6 30 & 8 15 a. m. and 4 30 p. m. Leave Freehold for Jamesburg at 6 30 & 8 15 a. m., and 3 35 & 4 30 p. m. Dist., 11 miles. [*Nov.* 23.

Burlington and Mt. Holly Trains.—Trains leave Burlington for Mt. Holly at 7 35, 10 18 & 11 15 a.m., and 3 35, 4 40 & 7 22 p.m. Returning, trains leave Mt. Holly at 7 02, 8 33 & 10 45 a.m., and 2 10, 4 10 & 6 00 p.m. Distance, 6 miles. Fare, 25 cents.

Bordentown and Philadelphia Trains.—Leave Bordentown for Camden and Philadelphia at 6 00, 9 53 & 7 00 a.m., and 12 38, 2 30, 4 09, 5 17, 6 47 & 9 10 p.m. Returning, leave Philadelphia at 6 30, 8 00 & 10 00 a.m., and 1 00, 2 00, 3 30, 4 30, 6 00 & 11 30 p.m.

Trenton and Philadelphia Trains.—Trains leave Trenton for Philadelphia at 6 30, 7 45, 9 24, 9 36 & 10 45 a.m., and 2 40, 5 03, 7 05, 8 50, 10 50 & 11 09 p.m. Returning, trains leave Philadelphia for Trenton at 7 30, 9 45 & 11 00 a.m., and 1 20, 2 30, 3 30, 4 00, 5 00 & 6 30 p.m. Distance, 30 miles.

Trenton Branch Railway.—Trains leave Trenton for Bordentown at 7 30, 9 37 & 10 50 a.m., and 12 20, 2 00, 3 53, 6 30, 7 40 & 8 52 p.m. Returning, leave Bordentown at 6 30, 8 00, 9 20, 9 55 & 11 35 a.m., and 1 00, 3 30, 5 02 & 6 11 p.m. Distance, 6 miles.

Vincentown Branch.—Trains leave Ewansville for Vincentown at 6 55, 8 20 & 11 30 a.m., and 2 45, 5 00 & 7 55 p.m. Leave Vincentown for Ewansville at 6 38, 8 05 & 11 05 a.m., and 2 25, 3 58 & 6 42 p.m. Time, 10 minutes.

PEMBERTON, HIGHTSTOWN, CAMDEN AND BURLINGTON COUNTY RAILWAYS.

☞ Hightstown to Philadelphia.

Pass.	Pass.	Mxd.	Pass.	Pass.	Mls.	STATIONS.	Pass.	Pass.	Mxd.	Pass.	Pass.
P. M.	P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.
6 39		9 25	7 00			**..Hightstown [1].**	9 32		8 00	6 18	
6 51		9 50	7 12			.....Sharon.....	9 23		7 42	6 07	
6 58		10 05	7 19			....Imlaystown...	9 16		7 23	6 00	
7 05		10 21	7 26			...Cream Ridge...	9 09		7 05	5 52	
7 11		10 35	7 32			...Hornerstown...	9 02		6 30	5 45	
7 18		11 02	7 39			...New Egypt...	8 55		6 10	5 37	
7 24		11 16	7 45			....Cookstown....	8 48		5 45	5 30	
7 32		11 38	7 53			...Wrightstown...	8 40		5 25	5 22	
7 47	2 30	12 16	8 08	6 40		**...Pemberton...**	8 25	11 33	4 41	5 05	7 03
7 55	2 40	12 39	8 17	6 50		....Ewansville [2]..	8 17	11 25	4 12	4 54	6 54
8 00	2 44	12 45	8 23	6 54		....Smithville....	8 13	11 20	4 04	4 50	6 50
8 10	2 54		8 32	7 03		**.Mount Holly [3].**	8 06	11 12		4 42	6 42
8 17	3 01	1 16	8 40	7 10		....Hainesport....	7 57	11 03	3 37	4 32	6 32
8 25	3 09	1 31	8 47	7 18		....Masonville....	7 49	10 55	3 23	4 23	6 24
8 30	3 15	1 39	8 52	7 23		.....Hartford.....	7 45	10 51	3 15	4 17	6 19
8 38	3 24	1 52	9 00	7 31		...Moorestown...	7 37	10 42	2 58	4 08	6 11
8 53	3 39	2 25	9 14	7 45		..Merchantville..	7 24	10 27	2 25	3 54	5 57
8 59	3 47	2 36	9 20	7 50		.C. & A. R. Junc..	7 17	10 20	2 00	3 47	5 50
9 08	3 55	2 43	9 27	7 57		....**Camden [4]**... (*Ferry*)	7 10	10 12	1 50	3 40	5 42
9 20	4 10	3 00	9 40	8 10		**.Philadelphia [5].**	7 00	10 00	1 30	3 30	5 30
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.

☞ Philadelphia to Hightstown.

1 Connects with Camden & Amboy Railway.
2 Connects with Vincentown Branch.
3 Connects with Burlington & Mt. Holly Branch.
4 Connects with Camden & Atlantic Railway.
5 Connects with railways diverging from Philadelphia. [*Nov.* 23.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILWAY.

Edward C. Dale, Pres., and W. S. Wilson, Gen. Supt., Philadelphia. [*May* 1.

Germantown Trains.—Leave Phila. (via Germ. Branch R'way) at 6, 7, 8, 9 05, 10, 11 & 12 A.M., and 1, 2, 3 15, 3 45, 4, 5, 5 45, 6 10, 7, 8, 9, 10, 11 & 12 P. M.

Returning, leave Germantown at 6, 7, 7 30, 8, 8 20, 9, 10, 11 & 12 A.M., 1, 2, 3, 4, 4¾, 6, 6½, 7, 8, 9, 10 & 11 P.M. Distance, 7 mls. Time, 30 minutes. Fare, 10 cts.

Chestnut Hill Trains.—Leave Phila. (via Germ. & C. H. Branch) at 6, 8, 10 & 12 A. M., and 2, 3 45, 5 45, 7, 9 & 11 P. M.

Sundays at 9 15 A. M., and 2 & 7 P. M.

Returning, leave Chestnut Hill at 7 10, 8 00, 9 40 & 11 40 A. M., and 1 40, 3 40, 5 40, 6 40, 8 40 & 10 40 P. M. Distance, 10½ mls. Time, 50 minutes. Fare, 15 cts.

Norristown Trains.—Leave Phila. (via Germ. & Nor. R'way) at 6, 7 30, 9 & 11 05 A.M., and 1 30, 3 00, 4 30, 5½, 6¼, 8 05 & 11 30 P. M. Returning, leave Norristown at 5 40, 7, 7 50, 9 & 11 A.M., and 1 30, 3, 4 30, 6 15 & 8 30 P. M. Fare to Norristown, 35 cents.

SOUTH SIDE RAILWAY OF LONG ISLAND.

CHAS. FOX, President; R. WHITE, Supt.; R. GOODENOUGH, Jr., Gen. Ticket Agent. [*Jan.* 1.

☞ New York to Jamaica and Sayville.

Pass.	Acc.	Exp.	Mail.	Miles.	STATIONS.	Miles.	Pass.	Acc.	Exp.	Mail.
P. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	A. M.	P. M.
5 30	4 15	3 15	8 30		....**New York**.... Roosevelt St. Ferry		8 15	9 25	10 15	3 55
5 35	4 20	3 20	8 35		..Grand St. Ferry..		8 10	9 20	10 10	3 50
5 40	4 25	3 25	8 40	0	..**Brooklyn,** S. 7th St..	50	8 05	9 15	10 05	3 45
5 55	4 40	3 40	9 00	2	...Bushwick Avenue...	48	7 51	9 00	9 50	3 30
6 08	4 55		9 20	7	.....Clarenceville.....	43	7 36	8 42		3 14
6 15	5 00	4 00	9 30	9	.....**Jamaica**.....	41	7 30	8 35	9 30	3 09
	5 09		9 40	12	.....Springfield.....	38		8 25		3 00
	5 23	4 22	9 54	17	....Pearsall's Corner....	33		8 09	9 10	2 45
	5 28		10 00	18	....Rockville Center....	32		8 03		2 40
	5 35	4 32	10 05	20	..... Baldwinsville	30		7 56		2 32
	5 40		10 10	21	.....Freeport.....	29		7 50		2 25
	5 46	4 42	10 15	22	..... .Merrick.....	28		7 45	8 53	2 20
	5 55		10 23	25	.....Ridgewood.....	25		7 36		2 13
	6 02	4 50	10 30	27	....South Oyster Bay....	23		7 28	8 42	2 06
	6 12	4 56	10 36	29	.....Amityville.....	21		7 20	8 35	2 00
	6 20		10 45	32	.....Wellwood.....	18		7 08		1 49
	6 30	5 10	10 54	35	.....Babylon.....	15		6 56	8 20	1 40
	6 45	5 24	11 08	41	.....Bayshore.....	9		6 42	8 06	1 25
	6 50	5 30	11 12	42	.....Islip Center.....	8		6 35	8 00	1 20
	6 55	5 33	11 15	43	.....Islip.....	7		6 30	7 56	1 15
		6 00	11 38	50	..... **Sayville**.....	0			7 28	12 52
P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	P. M.

☞ Sayville to Jamaica and New York.

NORTHERN RAILWAY OF NEW JERSEY.

THOS. H. HERRING, Pres.; T. W. DEMAREST, Supt.; and ANDREW CORSA, Gen. Ticket Agent, New York.

New York to Piermont. | Piermont to New York. [*Nov.* 23.

On Saturday nights a train leaves New York at 12 00 p. m., arriving at Piermont at 1 26 a. m.

Sat'days	Pass.	Exp.	Mail.	Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mail.	Pass.	Pass.	Pass.	Milk.
	P. M.	P. M.	P. M.	P. M.	A. M.		.**New York**. foot Chambers st.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	6 30	5 15	4 15	1 00	9 00				7 40	8 40	9 40	12 40	5 40	†9 20
	6 40	5 25	4 30	1 15	9 15	0	..**Jersey City**..	40	7 27	8 28	9 25	12 24	5 24	9 04
	7 01	5 46		1 36	9 35	6	...New Durham...	34	7 08		9 07	12 05	5 05	8 44
	7 05	5 49		1 40	9 39	8	.....Allertons.....	32	7 05		9 03	12 02	5 02	8 40
	7 13	5 58	4 53	1 48	9 47	9	.... Ridgefield....	31	6 57	8 07	8 55	11 54	4 50	8 31
	7 19	6 04	4 59	1 54	9 53	10	.....Leonia.....	30	6 50	8 01	8 49	11 48	4 40	8 23
	7 26	6 12	5 06	2 02	10 00	12	... Englewood....	28	6 44	7 55	8 43	11 42	4 34	8 15
	7 30	6 16		2 06	10 04	15	.....Highland.....	25	6 38		8 39	11 35	4 27	8 02
	7 34	6 20	5 13	2 10	10 08	16	.... Tenafly	24	6 35	7 45	8 33	11 31	4 24	7 58
	7 39	6 25	5 18	2 15	10 13	17	.....Cresskill	23	6 30	7 41	8 28	11 26	4 19	7 50
	7 45	6 34	5 24	2 24	10 18	18	..... Closter	22	6 24	7 35	8 19	11 20	4 10	7 40
	7 51	6 40	5 30	2 30	10 26	20	.....Norwood.....	20	6 18	7 29	8 13	11 14	4 03	7 25
	7 55	6 44	5 34	2 34	10 30	22	..... Tappan	17	6 14	7 25	8 09	11 10	3 59	7 20
	8 01	6 50	5 40	2 40	10 36	23	.Upper Piermont.	15	6 09	7 20	8 04	11 05	3 54	†7 15
	8 06	6 55	5 45	2 45	10 41	24	....**Piermont**.... (*Erie R. R.*)	14	6 05	7 13	8 00	10 57	3 50	
			6 14	3 30		35	.....Monsey.....	3		6 50		10 30		6 20
						38	... **Tallmans** ...	0						
	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

† Sundays only.

HACKENSACK & NEW YORK RAILWAY.

C. G. ACKERSON, President.

Leave foot of Chambers Street, New York, for Bergen, Secaucus, Carlstadt, Woodbridge, Polifly, Lodi Branch and Hackensack at 8 30 A. M., 12 00 M., and 4 00, 5 00 & 6 30 P. M.

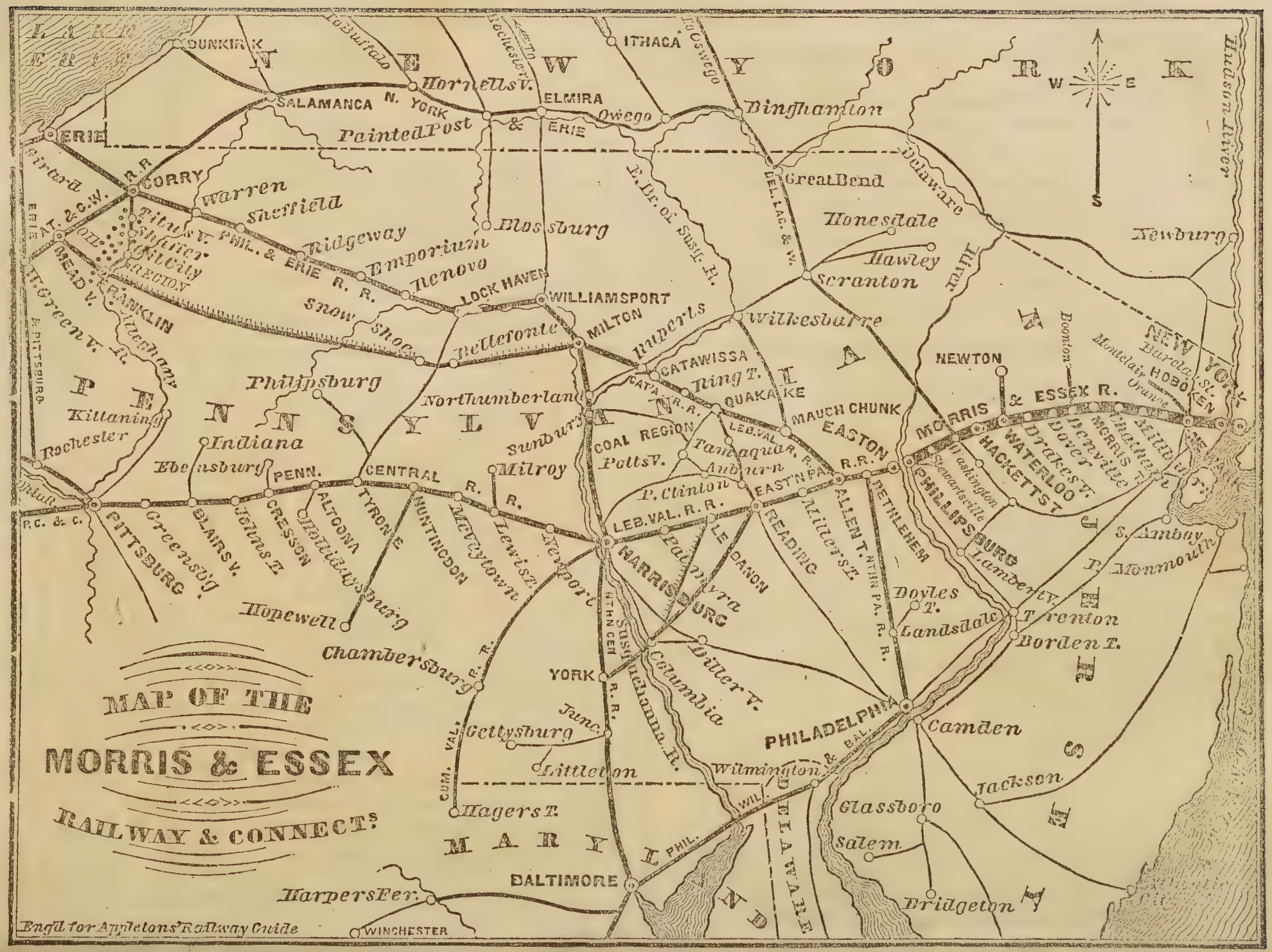
Returning, trains leave Hackensack at 6 00, 7 00 & 8 00 A. M., 12 m., and 3 30 & 5 00 P. M.

LONG BRANCH & SEA SHORE RAILWAY.

M. PAUL, Supt., Hoboken, N. J.

Steamer *River Queen* leaves Pier 33, foot of Desbrosses st., N. R., at 10 30 a. m. and 4 10 p. m., connecting at Sandy Hook with Long Branch & Sea Shore Railway, stopping at Highland Station and Rumson's.

Returning, leaves Long Branch at 7 30 a. m.


MAP OF THE
MORRIS & ESSEX
RAILWAY & CONNECTS
N E W Y O R K
P E N N S Y L V A N I A
N E W J E R S E Y
M A R Y L A N D
DELAWARE
DUNKIRK
SALAMANCA
ERIE
CORRY
Warren
Sheffield
Titusv.
Shutler
Oil City
REGION
Ridgeway
Emporium
Renovo
LOCK HAVEN
WILLIAMSPORT
Snow Shoe
Bellefonte
MILTON
Hornellsv.
ELMIRA
N. YORK & ERIE
Painted Post
Owego
ITHACA
Binghamton
Elossburg
Philipsburg
Northumberland
Sunbury
Milroy
Lewistn
Newport
Mexicotown
Huntingdon
TYRONE
ALTOONA
Hollidaysburg
CRESSON
JOHNS T.
BLAIRS V.
Greensbg.
PITTSBURG
Hopewell
Chambersburg
Gettysburg
Littleton
Hagers T.
YORK
HARRISBURG
Lebanon
Palmyra
Columbia
Susquehanna R.
Miller V.
CATAWISSA
Ring T.
QUAKAKE
COAL REGION
Pottsv.
Tamaqua
Auburn
P. Clinton
LEB. VAL. R. R.
EAST'N PA. R.
READING
Millers T.
ALLEN T.
NTHN PA. R. R.
BETHLEHEM
MAUCH CHUNK
EASTON
Wilkesburre
Scranton
Hawley
Honesdale
Great Bend
Delaware
Newburg
NEWTON
MORRIS & ESSEX R.
HOBOKEN
Montclair
Orange
Burdett St.
Boonton
Dover
Drakesv.
WATERLOO
HACKETTST
Washington
Stewartsville
PHILLIPSBURG
Lambertv.
Doyles T.
Landsdale
Trenton
Borden T.
S. Amboy
P. Monmouth
PHILADELPHIA
Camden
Jackson
Glassboro
Salem
Bridgeton
Wilmington & BAL.
BALTIMORE
Harpers Fer.
WINCHESTER
Hudson River
Engd for Appletons' Railway Guide

MORRIS & ESSEX RAILWAY.

THEO. F. RANDOLPH, President; A. P. BERTHOUD, Gen. Supt.; S. SCHOCH, Asst. Supt.; J. T. HOUGH, Gen. Ticket Agent; and W. F. HALLIDAY, Gen. Freight Agent, Hoboken, N. J. [*Nov.* 23.

Trains Leave New York.									STATIONS.	Trains Arrive at New York.							
Exp.	Acc	Exp	Exp.	Mail.	Acc	Acc.	Mail.	Mls.		Acc	Exp	Mail.	Exp.	Acc.	Mail.	Acc.	Acc
	P.M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE	A.M.	A.M.	A.M.	A. M.	P. M.	P.M.	P. M.	
	6 30	5 00	4 00	3 30	2 30	10 00	8 00	0	New York foot Barclay st.	8 15	8 45	9 35	10 25	2 35	5 05	8 40	
	6 45	5 15	4 15	3 45	2 45	10 15	8 15	1¾	....**Hoboken**....	8 00	8 35	9 25	10 15	2 25	4 55	8 25	
	7 10	5 40	4 40	4 10	3 10	10 40	8 40	10	....**Newark** [1]...	7 35	8 10	9 00	9 50	2 00	4 30	8 00	
	7 28				3 28	10 58	8 52	14	..... Orange	7 18				1 46	4 18	7 46	
	7 38	5 56			3 36	11 07	8 58	16	.. South Orange ..	7 10				1 37	4 12	7 38	
	7 42				3 39	11 12			... Maplewood ...		7 50			1 32		7 32	
	7 48	6 04		4 39	3 45	11 18	9 06	19	.....Millburn.....	7 03	7 45	8 36		1 27	4 04	7 26	
	8 00	6 13		4 48	3 56	11 30	9 16	23	..... Summit.....	6 55	7 36	8 27		1 15	3 55	7 14	
	8 10	6 23		4 56	4 07	11 42	9 24	26	.... Chatham	6 47	7 28	8 17		1 04	3 45	7 03	
	8 17	6 29	5 23	5 02	4 14	11 50	9 30	28	.....Madison.....	6 41	7 23	8 10	9 08	12 56	3 40	6 54	
	8 30	6 40	5 33	5 13	4 28	12 02	9 45	32	..**Morristown**..	6 30	7 15	8 00	9 00	12 45	3 28	6 40	
	P. M.	P. M.		5 20	P. M.	12 10	9 51	34	.. Morris Plains ..	A.M.	A.M.	7 52		P. M.	3 22	6 32	
				5 30		12 23	10 00	39	..... Denville [2]..			7 40			3 10	6 20	
				6 00			10 25		....**Boonton**....			7 15			2 45		
				5 35		12 28	10 05	41	....Rockaway....			7 35			3 06	6 14	
			6 00	5 45		12 40	10 15	44	..... **Dover**.....			7 27	8 30		2 56	6 00	
				5 59		P. M.	10 27	49	... Drakesville ...			7 14			2 42	5 34	
				6 09			10 38	54	.....Stanhope.....			7 04			2 30	5 20	
			6 31	6 17			10 45	57	....Waterloo [3]....			6 57			2 22	5 10	
			6 50	6 50			11 10		.....Andover.....			6 40			2 00	4 30	
			7 00	7 00			11 30		.... **Newton**			6 30			1 45	4 15	
			6 42	6 30			10 58	62	.**Hackettstown**.			6 45	7 48		2 07	4 55	
			7 02	P. M.			11 20	70	...Washington [4]..			A.M.	7 28		1 41	4 30	
							12 55		....Water Gap....							1 00	
							1 10		...Stroudsburg...							12 46	
							3 43		....**Scranton**....							10 15	
			7 13				11 31	75	....Broadway....				7 18		1 28	4 17	
			7 23				11 40	79	...Stewartsville...				7 09		1 16	4 05	
			7 32				11 50	82	...Phillipsburg [5]..				7 00		1 03	3 53	
			7 35				11 52	83	.....**Easton** [6]....				6 55		1 00	3 50	
			P. M.				12 28		....*Bethlehem*....				6 15		12 10	2 58	
							12 46		....*Allentown*....				6 00		P. M.	2 42	
							12 58		...*Catasauqua*...				5 46			2 33	
							1 35		...*Walnut Port*...							2 04	
							2 18		..*Mauch Chunk*..				4 30			1 25	
							5 10		... *Wilkesbarre*...				A.M.			10 18	
							6 10		.... *Scranton* ...							9 20	
							P. M.		ARRIVE LEAVE							A. M.	

1 Connects with Newark & Bloomfield Railway for Bloomfield, Montclair, &c.
2 Connects with Boonton Branch for Boonton.
3 Connects with Sussex Railway for Andover and Newton.
4 Connects with Del., Lack. & West. Railway for Water Gap, Stroudsburg, Scranton, and Great Bend.
5 Connects with Belvidere Del. Railway for Belvidere, &c.
6 Connects with Lehigh Valley Railway for Bethlehem, Allentown, Mauch Chunk; and also with Lehigh & Susquehanna Railway for Mauch Chunk, Wilkesbarre, and Scranton, and all points in the Pennsylvania coal regions.

☞ For Newark & Bloomfield Railway, see page 110.

Newark Trains.—Leave New York at 6 30, 7 30, 8 00, 8 30, 9 30, 10 00, 10 30, 11 00 & 11 30 A. M., and 1 00, 2 00, 2 30, 3 30, 3 40, 3 50, 4 00, 4 30, 5 00, 5 10, 5 30, 6 10, 6 30, 7 45, 8 45 & 11 45 P. M.

Leave Newark at 6 00, 7 00, 7 35, 7 50, 8 10, 8 30, 8 45, 9 00, 9 25, 9 50, 10 30, 11 00 & 11 30 A.M., and 12 30, 1 30, 2 00, 3 30, 4 00, 4 30, 4 50, 5 30, 5 45, 7 00, 8 00 & 11 00 P. M.

South Orange Trains.—Leave New York at 6 30, 7 30, 8 00, 10 00 & 11 30 A. M., and 1 00, 2 30, 3 40, 4 30, 5 00, 5 30, 6 30, 8 45 & 11 45 P. M. Leave South Orange at 6 36, 7 10, 8 00, 9 00 & 10 05 A. M., and 12 05, 1 37, 3 05, 4 12, 5 21, 6 35, 7 00, 7 38 & 10 35 P. M.

A train leaves Newark for South Orange at 6 40 A. M. South Orange for Newark at 7 00 P. M.

Summit Trains.—Leave New York at 6 30, 8 00, 10 00 & 11 30 A. M., and 2 30, 3 30, 4 30, 5 00 & 6 30 P. M. Leave Summit at 6 15, 6 55, 7 36, 8 27 & 8 40 A. M., and 1 15, 3 55, 5 00 & 7 14 P. M.

Sussex Railway Trains.—Trains leave Newton at 6 30 A. M. and 1 00 P. M., connecting at Waterloo with trains for New York. Leave Waterloo for Newton on arrival of 7 00 A. M. and 4 00 P. M. trains from New York.

T. CASE, Supt., Newton, N. J.

MAP OF THE
NEW YORK & BOSTON
EXPRESS LINE
AND CONNECTIONS.
Engrav'd for Appletons' Railway Guide.
BOSTON
Brighton
W. Newton
Grant'y.
W. Needham
Natic
FRAMINGHAM
Ashland
Southboro
Westboro
Grafton
Clappville
WORCESTER
Sterling Jc.
Charlton
Spencer
E. Brookfield
Brookfield
W. Brookfield
Warren
Brimfield
PALMER
Wilbraham
Indian Orchard
SPRINGFIELD
Long Meadow
Thompson V.
Warehouse Pt.
Windsor
HARTFORD
Newington
BERLIN
MIDDLETOWN
Meriden
Wallingford
North Haven
NEW HAVEN
Saybrook
Connecticut R.
Canton
Mansfield
Blackstone
Woonsocket
Thompson Jc.
Albion
Providence
Attleboro
Fall Riv.
Bristol
Plainfield
Center V.
Norwich
Pomfret
Willimantic
Amherst
Belchertown
Northampton
Holyoke
Westfield
W. Springfield
Pittsfield
Vandeusen V.
Sheffield
Canaan
Winsted
Woolcott V.
Cornwall Br.
Farmington
Plymouth
Kent
New Milford
Waterbury
Seymour
NAUGATUCK
Housatonic R.
Stratford
BRIDGEPORT
Fairfield
Southport
Westport
NORWALK
Darien
Stamford
Cos Cob
Greenwich
Rye
Danbury
Chatham 4 Corners
State L.
Boston Cor.
Amenia
Dover Pl.
Pawling
Paterson
Bedford
N. Rochelle
Mt. Vernon
Melrose
HARLEM R. R.
HUDSON R. R. R.
HOUSATONIC R. R.
NAUG. R. R.
WESTERN R. R.
NEW YORK
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
NEW YORK
LONG ISLAND SOUND
LONG ISLAND

NEW YORK & BOSTON EXPRESS LINE,

Via NEW HAVEN, HARTFORD, SPRINGFIELD, and WORCESTER.

New York & New Haven Railway.—Hon. Wm. D. Bishop, Pres., and James H. Hoyt, Supt., New York.

New Haven, Hartford & Springfield Railway.—Chas. F. Pond, Pres., and E. M. Reed, Supt., Hartford.

Boston & Albany Railway.—Chester W. Chapin, Pres., and C. O. Russell, Supt., Springfield, Mass.

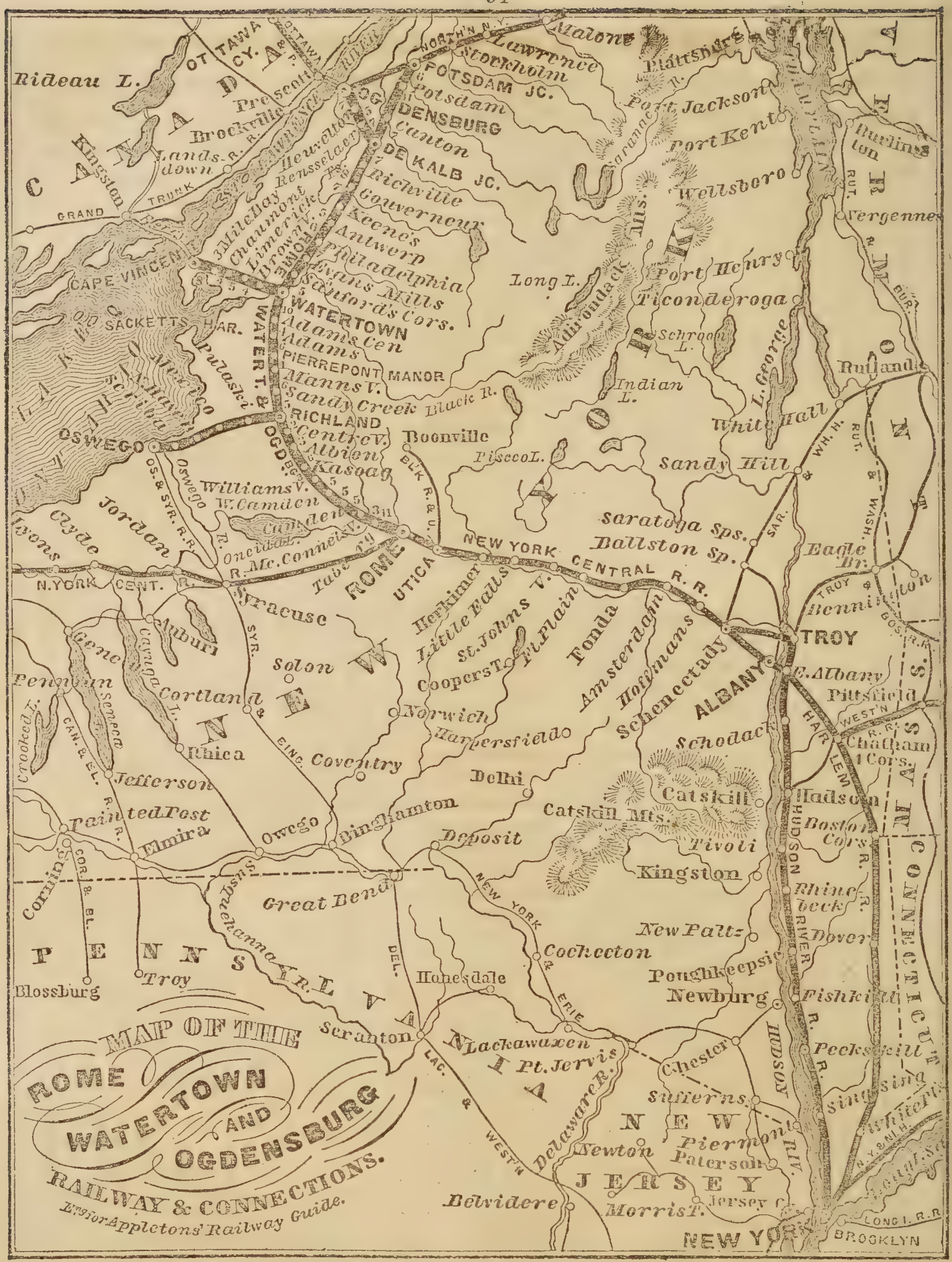
☞ New York to Boston.

Sunday.	Mail.	Exp.	Exp.	Miles.	STATIONS.	Miles.	Exp.	Exp.	Mail.	Sunday.
P. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	A. M.	A. M.
					....N. Y. City....					
*4 30	8 00	3 00	8 00	0	Twenty-sev'nth st.	234	4 55	11 20	5 30	3 20
4 38	8 08	3 08	8 08*	1	Forty-second st.	233	4 48	11 12	4 24	3 12
				6	.....Harlem.....	228				
				12	...Williams' Bridge...	222				
				18	....New Rochelle....	216				
				22	.....Mamaroneck.....	212				
				27	..... Portchester	207				
				31	.....Cos Cob.....	203				
5 52	9 30	4 22	9 26	35	.....**Stamford**	199	3 32	9 56	4 08	1 38
				39	.....Darien.....	195				
	9 49	4 40	9 44	43	..... **Norwalk**.....	191	3 12	9 37	3 47	
				47	..... Westport	187				
				50	..... Southport.....	184				
				52	.....Fairfield	182				
	10 33	5 13	10 15	57	.... **Bridgeport** ...	177	2 40	9 05	3 16	
				60	.....Stratford.....	174				
				62	...Naugatuck Junc....	172				
				65	..... Milford	169				
				72	.....West Haven.....	162				
7 50	11 15	5 55	10 55	74	....**New Haven**....	160	2 05	8 30	2 40	12 00
				81	.... North Haven	153				
				86	.....Wallingford.....	148				
	11 57	6 37	11 37	92	.....**Meriden**.....	142	1 30	7 59	2 03	
		6 54	11 57	100	.....**Berlin**.....	134	1 12	7 41		
	12 40	7 19	12 23	110	..... **Hartford**	124	12 50	7 20	1 26	
				116	..... Windsor	118				
				122	....Windsor Locks....	112				
				124	...Warehouse Point...	110				
				128	....Thompsonville....	106				
	1 40	8 05	1 10	136	ar / lv **Springfield** lv / ar	98	12 00	6 30	12 30	10 25
10 10	2 00	8 30	1 45				11 55	6 15	12 30	9 50
				142	... Indian Orchard ...	92				
				145	..... Wilbraham	89				
10 39	2 32	8 59	2 14	151	..... **Palmer**.....	83	11 30	5 48	12 05	9 22
				161	..... Warren	73				
11 08	3 04	9 28	2 43	165	. **West Brookfield** .	69	11 05	5 23	11 37	8 57
				167	.....Brookfield.....	67				
				172	..... Spencer.....	62				
				177	.....Charlton	57				
				181	..... Clappville.....	53				
12 00	4 20	10 25	3 40	190	.....**Worcester**.....	44	10 05	4 30	10 35	8 00
				196	..... Grafton	38				
				202	..... Westboro'.....	32				
				206	.....Southville.....	28				
				207	.....Cordaville.....	27				
				210	.....Ashland.....	24				
12 48	5 06	11 06	4 21	213	...**Framingham** ...	21	9 15	3 41	9 43	7 15
				217	.....Natick.....	17				
				219	..... Wellesley.....	15				
				221	..... Grantville.....	13				
				224	.....Auburndale.....	10				
				225	.... West Newton....	9				
				227	... Newton Corner ...	7				
				229	..... Brighton	5				
1 35	5 50	11 50	5 05	234	.....**Boston**.....	0	8 30	3 00	9 00	*6 30
A. M.	A. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.	P. M.

[*Nov.* 23.

☞ Boston to New York.

* Sunday Mail Train.


MAP OF THE
ROME
WATERTOWN
AND
OGDENSBURG
RAILWAY & CONNECTIONS.
Ltt'for Appletons' Railway Guide.
Rideau L.
OTTAWA
CY. A
Prescott
Brockville
Kingston
Landsdown
GRAND TRUNK
CAPE VINCENT
SACKETTS HAR.
Pulaski
OSWEGO
Oswego
Jordan
Clyde
Lyons
N.YORK CENT.
Auburn
Cayuga L.
Seneca
Penn Yan
Crooked L.
Ithica
Jefferson
Painted Post
Elmira
Corning
Troy
Blossburg
Syracuse
Cortland
Solon
Norwich
Coventry
Owego
Binghamton
Great Bend
Susquehanna
Deposit
Delhi
Hornellsville
Canaseraga
Dansville
Mt. Morris
Geneseo
Avon
Caledonia
Leroy
Batavia
Rochester
Lockport
Niagara Falls
Buffalo
Tonawanda
Lewiston
Medina
Albion
Brockport
Rochester
Canandaigua
Geneva
Seneca L.
Cayuga L.
Oneida L.
Tabby
Rome
Utica
Herkimer
Little Falls
St. Johns V.
Coopers T.
Ft. Plain
Fonda
Amsterdam
Hoffmans
Schenectady
ALBANY
Schodack
Catskill
Catskill Mts.
Tivoli
Kingston
Hudson
Chatham Cors.
Pittsfield
Bennington
Eagle Br.
Troy
E. Albany
Saratoga Sps.
Ballston Sp.
Sandy Hill
Rutland
Burlington
Vergennes
Port Henry
Ticonderoga
Wellsboro
Port Kent
Port Jackson
Malone
Plattsburg
Lawrence
Stockholm
Potsdam
POTSDAM JC.
DENSBURG
Canton
DE KALB JC.
Richville
Gouverneur
Keene's
Antwerp
Philadelphia
Evans Mills
Sauford's Cors.
WATERTOWN
Adams Cen
Adams
PIERREPONT MANOR
Mannsville
Sandy Creek
RICHLAND
Cent. V.
Albion
Kasoag
Boonville
Williamsville
W. Camden
Camden
Oneida
Mexico
Pulaski
Watertown & Ogdensburg
Adirondack Mts.
Long L.
Indian L.
Piseco L.
Schroon L.
L. George
White Hall
Saranac R.
Ausable R.
Black R.
Black R. & U.
Os. & Syr. R.R.
Syracuse
Syr.
Eine.
Cayuga & Seneca
Can. & El.
Cor. & El.
Del.
Lac. & West'n
Delaware R.
Hudson River
Hudson
Rut.
Wash.
Wh. H.
Sar.
Troy & Bos.
Hart. & Lem.
West'n
Long I. R.R.
Brooklyn
New York
Newburg
Poughkeepsie
Fishkill
Pt. Jervis
Chester
Sufferns
Newton
Piermont
Paterson
Jersey C.
Morris T.
Belvidere
Hackettstown
Scranton
Honesdale
Cochecton
New Paltz
Dover
Rhinebeck
Peekskill
Sing Sing
White Pl.
N. Y. & N. H.
Long I. Sd.
NEW YORK CENTRAL R.R.
NEW YORK & ERIE
CANADA
NEW YORK
PENNSYLVANIA
NEW JERSEY
CONNECTICUT

ROME, WATERTOWN & OGDENSBURG AND OSWEGO & ROME RAILWAYS.

W. C. Pierrepont, President, Pierrepont Manor, N. Y. Marcellus Massey, Vice-Pres., No. 12 College Place, N. Y. City. C. C. Case, Acting Supt. and Gen. Freight Agent, Watertown, N. Y. A. W. Soper, Asst. Supt., Rome, N. Y. E. M. Moore, Asst. Supt., Oswego, N. Y. H. T. Frary, Gen. Ticket Agent, Watertown, N. Y. [*Nov.* 23.

☞ *Trains run by Watertown Time—10 minutes slower than N. Y. Central Time.*

Going North.				STATIONS.	Going South.			
Exp. Mail.	Exp.	N. Y. Exp.	Miles.		Miles.	Exp.	Exp. Mail.	N. Y. Exp.
A. M.	P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.
8 00	11 00	6 00		.....**New York**.....		10 30	6 30	7 30
P. M.	A. M.	P. M.				P. M.	P. M.	A. M.
1 45	7 30	12 00		.....**Albany**.....		4 50	9 30	2 05
5 48	12 10	4 12		arr.....Rome...l've.		12 32	4 27	9 53
P. M.	P. M.	A. M.				A. M.	P. M.	P. M.
5 55	12 35	4 20	0	.....**Rome** [1].....	148	11 40	4 05	9 25
6 25	1 03	4 50	11	..... Taberg.....	137	11 13	3 38	8 58
6 32	1 10	4 58	13	....McConnellsville...	135	11 05	3 31	8 50
6 45	1 23	5 10	18	..... **Camden**	130	10 53	3 19	8 35
7 00	1 35	5 24	23	....West Camden....	125	10 40	3 06	8 21
7 15	1 49	5 38	28	....Williamstown	120	10 27	2 54	8 07
7 24	1 59	5 46	31	..... Kasoag.....	117	10 17	2 45	7 58
7 40	2 12	5 02	37	.....Albion.....	111	10 02	2 30	7 40
7 55	2 26	6 16	42	.....**Richland**.....	106	9 50	2 17	7 25
8 10	2 40	6 37	46	.....Pulaski..	110	9 10	2 00	7 10
8 20	2 50	6 52	50	.....Sand Hill.....	114	8 53	1 50	7 02
8 33	3 03	7 15	55	..... Mexico	119	8 30	1 37	6 47
8 45	3 16	7 35	60	.....New Haven.....	124	8 07	1 25	6 35
8 55	3 25	7 50	64	.....Scriba.....	128	7 50	1 15	6 25
9 15	3 45	8 20	71	..... **Oswego**	135	7 15	12 50	6 05
8 10	2 40	6 30	47	.....Sandy Creek.....	101	9 37	2 02	7 10
8 25	2 52	6 43	52	..... Mannsville	96	9 24	1 48	6 55
8 30	2 57	6 48	54	...**Pierrepont M.**...	94	9 19	1 43	6 50
8 47	3 11	7 05	59	..... Adams	89	9 03	1 25	6 32
8 59	3 21	7 15	62	....Adams' Centre....	86	8 54	1 15	6 21
9 25	3 45	7 40	71	...Watertown Junc...		8 30	12 50	5 55
: :	6 00	8 35		...Watertown Junc...		7 35	: :	3 40
: :	6 15	8 53	76	.....Brownville	80	7 22	: :	3 22
: :	6 28	9 09	80	.....Limerick.....	84	7 09	: :	3 06
: :	6 43	9 30	85	.....**Chaumont**.....	90	6 52	: :	2 45
: :	6 55	9 42	88	...Three Mile Bay....	93	6 42	: :	2 32
: :	7 20	10 15	97	...**Cape Vincent** [2]..	101	6 15	: :	2 00
9 35	4 20	8 15	72	....**Watertown**	76	8 20	12 40	5 45
	4 36	8 30	78	...Sanford's Corners...	70		12 00	5 05
	4 50	8 43	83	.....Evans' Mills.....	65		11 47	4 50
	5 08	9 00	90	..... Philadelphia.....	58		11 27	4 32
	5 25	9 18	96	..... Antwerp	52		11 10	4 13
	5 38	9 32	101	..... Keene's.....	47		10 55	4 00
	5 58	9 53	108	.....Gouverneur	40		10 36	3 40
	6 18	10 15	116	.....Richville.....	32		10 15	3 18
	6 45	10 35	123	..De Kalb Junction..	25		9 54	3 00
	7 05	10 55	130	...Rensselaer Falls...	32		9 35	2 37
	7 20	11 10	135	.....Heuvelton.....	37		9 20	2 22
	7 40	11 30	142	ar..**Ogdensburg** [3].lv	44		9 00	2 00
	7 00	10 40		lv..De Kalb Junc..ar	25		9 50	2 45
	7 25	11 05	131	.....Canton.....	17		9 23	2 20
	8 00	11 39	142	.....**Potsdam**.....	6		8 48	1 46
	8 20	12 00	148	..**Potsdam Junc.** [4]..	0		8 25	1 25
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.

☞ *Sleeping Cars run between New York and Watertown.*

CONNECTIONS.

[1] At Rome, with Express trains of the New York Central Railway for all points East and West—80 miles shorter than any other route from Ogdensburg to Albany and New York.

[2] At Cape Vincent, with Steamboat for Kingston, and with Grand Trunk Railway for Cobourg, Port Hope, Toronto, &c.

[3] At Ogdensburg, by Ferry with Grand Trunk Railway for Brockville and Montreal, and Ottawa & Prescott Railway for Ottawa. Also (during the season of navigation) with Steamboats for Montreal, Clayton, Alexandria Bay, Niagara Falls, Lewiston, &c.

[4] At Potsdam Junction, with Northern (Ogdensburg) Railway for Malone, Rouse's Point, Plattsburg, and all points East.

OGDENSBURGH & LAKE CHAMPLAIN RAILWAY.

JOHN C. PRATT, President, Boston, Mass. D. W. C. BROWN, Gen. Supt., Ogdensburg, N. Y. ABRAHAM KLOHS, Asst. Supt., and E. H. LADD, Gen. Ticket Agent, Malone, N. Y. [*Nov.* 30.

☞ Ogdensburgh to Rouse's Point.

Exp.	Exp.	Mail.	Fares.	Miles.	STATIONS.	Miles.	Fares.	Mail.	Exp.	Acc.
	P. M.	A. M.			LEAVE ARRIVE			P. M.	A. M.	
	7 00	11 40	0	0	....**Ogdensburgh**....	118	4 00	1 00	1 40	
	7 26	12 00	35	9	.....Lisbon.....	109	4 00	12 40	1 20	
	7 52	12 20	70	17	.....Madrid.....	101	4 00	12 20	1 00	
	8 25	12 40	1 00	25	.....Potsdam.....	93	3 70	11 55	12 40	
	8 35	12 48	1 10	28	.....Knapps.....	90	3 60	11 45		
	8 58	1 10	1 40	35	.....Brasher Falls.....	83	3 30	11 25	12 10	
	9 17	1 25	1 60	41	.....Lawrence.....	77	3 05	11 10	11 55	
	9 35	1 40	1 90	47	.....Moira.....	71	2 80	10 55	11 38	
	9 43	1 47	2 00	49	.....Brush's Mills.....	69	2 70	10 47	11 30	
	10 00	2 02	2 20	55	.....Bangor	63	2 50	10 30	11 15	
A. M.	10 20	*2 20	2 40	61	ar. lv. ...**Malone**... lv. ar.	57	2 25	10 15	10 55	
7 45	P. M.	2 40						10 05		
8 10		3 02	2 70	69	.....Burke.....	49	2 00	9 43		
8 25		3 15	2 90	73	.....Chateaugay.....	45	1 80	9 30	10 17	
8 52		3 40	3 20	81	.....Summit.....	37	1 45	9 10		
9 00		3 48	3 35	83	.....Clinton Mills.....	35	1 35	9 00		
9 15			3 55	88	.....Brandy Brook.....	30	1 15	8 46		
9 18		4 05	3 60	89	.....Ellenburg.....	29	1 10	8 43	9 28	
9 27		4 15	3 70	92	.....Forest.....	26	1 00	8 35		
	* Dinner.			94	.....Side Track.....	24				
		4 23	3 80	95	.....Irona.....	23	90	8 24		
9 45		4 30	3 90	97	.....Altona.....	21	80	8 17	9 05	
		4 40	4 00	100	.....Wood's Falls.....	18	70	8 05		
10 00		4 47	4 00	102	.....Centerville.....	16	60	7 57	8 47	
10 08		5 00	4 00	106	.....Mooer's.....	12	45	7 47	8 37	
		5 10	4 00	110	.....Perry's Mills.....	8	30	7 34		
10 24		5 19	4 00	113	.....Champlain.....	5	15	7 26	8 13	
10 35		5 30	4 00	118	...**Rouse's Point**....	0	0	7 15	8 00	
A. M.		P. M.			ARRIVE LEAVE			A. M.	P. M.	

☞ Rouse's Point to Ogdensburgh.

Connections:

At Ogdensburgh, trains connect with Grand Trunk Railway for Brockville, Kingston, Toronto, Detroit, Chicago, Milwaukee, and all points West. Also with trains on St. Lawrence & Ottawa Railway for Ottawa; and with trains on Rome, Watertown & Ogdensburgh Railway for Watertown, Rome, and the West; also with Steamers of Northern Transportation Company, running through from Ogdensburgh to Cleveland, Toledo, Detroit, Milwaukee, and Chicago, without change, touching at intermediate ports, thus offering unequalled facilities for parties moving to the Great West. Also connecting at Ogdensburgh with Lake Ontario Steamers for Owego, Charlotte, Lewiston, and Niagara Falls, passing through the far-famed Thousand Islands of the River St. Lawrence, together with the Steamers from Ogdensburgh to Montreal and Quebec, passing down the Rapids of the St. Lawrence in their course.

At Potsdam Junction, trains connect with Rome, Watertown & Ogdensburgh Railway for Potsdam Canton, Watertown, &c.; also with Stages for Massena Springs.

At Mooer's Junction, trains connect with Plattsburgh & Montreal Railway for Plattsburgh; thence by Lake Champlain Steamers for Burlington, Ticonderoga, Lake George, Whitehall, Saratoga, Troy, Albany, &c.; also by rail from Burlington for East and South.

At Rouse's Point, trains connect with Vermont Central Railway for Burlington, White River Junction, White Mountains, Bellows Falls, Concord, Manchester, Fitchburg, Lowell, Lawrence, Portland, Boston, Worcester, Springfield, Hartford, and New York; and via Rutland & Burlington Railway, from Burlington to Rutland, Bellows Falls, Fitchburg, and Boston; and South to Troy, Albany, and New York. Also at Rouse's Point with trains on Montreal & Champlain Railway for Montreal, &c.

RARITAN & DELAWARE BAY RAILWAY.

CHARLES GOULD, President, New York City. WM. S. SNEDEN, General Manager for Lessees, and C. L. KIMBALL, Supt., Red Bank, N. J.

Going South.								Going North.							
Mixed Train.	Accom. Train.	Accom. Train.	Long Branch Express.	Way Freight.	Pass. & Mail.	Miles.	STATIONS. (*Oct.* 15, 1868.)	Miles.	Pass. & Mail.	Way Freight.	Long Branch Express.	Mixed Train.	Accom. Train.	Accom. Train.	Monday morning Market Train.
				P. M.	P. M.		LEAVE ARRIVE		A. M.	A. M.					
				4 00	4 00	0	...**New York**... Pier No. 30, N. R. .Pier No. 4, N. R. (*Steamboat*)	54	9 55	9 55					
				A. M.	5 20	19	.....**P. M. Pier**.....	35	8 26	P. M.					
				5 50	5 30	20	..**Port Monmouth**..	34	8 18	5 01					
				6 01	5 37	22	.....Highland *.....	32	8 12	4 54					
				6 12	5 43	23	.....Middletown.....	31	8 06	4 41					
				6 40	5 55	26	.....**Red Bank**....	28	7 54	4 20					
				6 51	6 01	28	.....Shrewsbury.....	26	7 47	4 05					
				7 41	6 08	29	.....Junction.....	25	7 41	3 54					
				8 00	6 13	30	.....Eatontown.....	24	7 36	3 30					
				8 10	6 18	31	.....Oceanport.....	23	7 31	3 18					
				8 21	6 23	33	.....Branchport *.....	21	7 26	3 08					
				8 27	6 27	34	...**Long Branch**...	20	7 20	2 50					
				8 12	6 27	35	.....Shark River *....	19	7 21	3 19					
				8 35	6 39	38	.....Farmingdale.....	16	7 09	2 58					
				8 46	6 45	40	.....Squankum.....	14	7 02	2 43					
				9 19	7 02	46	.....Bricksburg *....	8	6 45	2 15					
				9 37		50	....White's Bridge ...	4		1 47					
				9 46	7 18	52	..... Ridgeway	2	6 27	1 38					
				10 10	7 26	54	.... **Manchester**....	0	6 22	1 30					
				10 40	7 48		....**Toms River** *...		6 00	12 45					
				A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.					

☞ *An Accommodation Train* will leave Long Branch for Junction at — — A. M. Returning, will leave Junction at - — P. M.

* **Stages** connect at Highland for Riceville and Thompson's; at Branchport for Deal; at Shark River for Squan; at Bricksburg for Point Pleasant; at Tom's River (with - — A. M. train from New York) for Cedar Creek, Forked River, Warstown, Barnegat, Mannahawken, Tuckerton, &c.

RARITAN & DELAWARE BAY RAILWAY,

FOR

Long Branch, Tom's River, Manchester, Bricksburg, Red Bank, Eatontown, Shrewsbury, &c.,

Daily, except Sundays, from Pier 30, foot Chambers St., by the favorite Steamers

JESSE HOYT at 4 00 p. m.,

Touching at Pier No. 4 at - — P. M.

Returning, leaves Long Branch at 7 20 A. M. and - — P. M.; leaves Tom's River at 6 00 A. M. and - — P. M., arriving in New York at 9 55 A. M. and - — P. M.

☞ The - — A. M. line from New York affords a **Delightful Excursion to Long Branch**, &c., giving nearly four hours' time on the sea-shore—getting back to the city at - — P. M.

Good Fishing at Port Monmouth Pier.

☞ **Excursion Tickets** to Long Branch and Return, $1 50; on Steamboat only, 60 cents.

W. S. SNEDEN & Co., *Lessees.*

THE ERIE RAILWAY extends from *New York to Dunkirk*, 460 miles; to *Salamanca*, 415 miles; to *Buffalo*, 423 miles; to *Rochester*, 385 miles; and is **22 miles the Shortest Route,** *via* the above points, *to the West and Southwest.*

The Passenger Station in New York is situated at the *foot of Chambers Street*, within ten minutes walk of the principal hotels and business part of the city. Street cars pass this station every few moments, offering prompt and cheap communication with *Brooklyn and Williamsburgh*, the various lines of Sound and Ocean Steamers, and the upper portion of the city.

The Passenger Station at Jersey City is situated at the *foot of Pavonia Avenue*, with street cars connecting to and from all parts of the city, and with trains to Philadelphia and the South.

At New York, trains connect with New York and New Haven Railway, and Sound steamers for Bridgeport, New Haven, Hartford, Providence, Boston, and New England cities; also with California and European steamers.

At Jersey City, with New Jersey Railway for Newark, Trenton, Philadelphia, and points South.

At Suffern, with Branch to Piermont.

At Greycourt, with Branch to Newburgh and Warwick.
At Goshen, with Branch to Montgomery.
At Middletown, with Branch to Unionville.
At Lackawaxen, with Branch to Hawley, Honesdale and Carbondale.
At Great Bend, with Delaware, Lackawanna & Western Railway, for Scranton, Philadelphia, &c.
At Binghamton, with Syracuse and Binghamton Railway, for Syracuse, Oswego, &c.
At Owego, for Ithaca and Cayuga.
At Waverly, for Towanda and the coal fields.
At Elmira, with Canandaigua Div. Northern Central R'way, for Jefferson, Canandaigua, and Geneva; also with Williamsport & Elmira Railway for Williamsport, Harrisburg, Philadelphia, Baltimore, &c.
At Corning, with Buffalo Division, for Bath, Avon, Rochester, Batavia, and Buffalo; also with Blossburg Railway for Blossburg.
At Hornellsville, with Northwestern Division, for Portage, Attica, and Buffalo.
At Carrollton, with Branch to Bradford and Gilesville.
At Salamanca, with the Atlantic and Great Western Railway, for Corry, Meadville, Franklin, Oil City, Titusville, and all points West and Southwest.
At Dunkirk, with the Lake Shore Railway, for all points West and South.
At Buffalo, with the Lake Shore, Grand Trunk, and Great Western Railways, for all points West and Northwest.

ERIE RAILWAY!

[*Dec.* 28.

BROAD GAUGE, DOUBLE TRACK ROUTE,

BETWEEN THE ATLANTIC CITIES AND THE

SOUTH, SOUTH-WEST, WEST, AND NORTH-WEST.

860 Miles, without change of Coaches,

Between New York and Rochester, Buffalo, Dunkirk, Salamanca, Corry, Meadville, Akron, Mansfield, Galion, Urbana, Dayton, Hamilton, and Cincinnati!

☞ FOUR EXPRESS TRAINS DAILY!

WESTWARD.

Leave New York from Depot foot of Chambers Street, North River:

8 00 a. m., *Day Express*—Jersey City 8 18 a. m. (Sundays excepted), arriving at Turner's 10 08 a.m., Susquehanna 3 38 p. m. (dinner), Hornellsville 9 05 p. m. (supper), Rochester 11 36 p. m., Buffalo 1 10 a. m., Salamanca 12 28 a. m., and Dunkirk 2 55 a. m., connecting at Salamanca with the Atlantic & Great Western Railway, and at Buffalo and Dunkirk with the Lake Shore Railway for all points West and South.

8 30 a. m., *Milk and Way Train*—Jersey City 8 45 a. m., daily for Otisville and intermediate Stations, reaching Otisville 2 43 p. m.

10 00 a. m., *Express Mail*—Jersey City 10 15 a. m. (daily, except Sundays), arriving at Turner's 12 25 p. m. (dinner), Susquehanna 7 27 p. m. (supper), Buffalo 6 25 a. m., Salamanca 5 50 a. m., and Dunkirk 8 02 a. m., connecting with Mail Train on Atlantic & Gt. Western, Lake Shore, and Grand Trunk Railways for all points West.

3 15 p. m., *Way Train*—Jersey City 3 30 p. m., (Sundays excepted), for Middletown and intermediate stations, reaching Middletown at 7 11 p. m.

4 00 p. m., *Way Express*—Jersey City 4 15 p. m. (Sundays excepted), stopping only at Sterling Junction, Turner's, and stations west of Turner's, except Oxford,—to Newburgh, Warwick, Montgomery, Unionville and Port Jervis, reaching Newburgh 7 10 p. m., Warwick 7 05 p. m., Montgomery 7 25 p. m., Unionville 8 25 p. m., and Port Jervis 7 55 p. m.

5 00 p. m., *Way Train*—Jersey City 5 15 p. m. (Sundays excepted), for Suffern and intermediate Stations, reaching Suffern at 6 48 p. m.

6 00 p. m., *Way Train*—Jersey City 6 15 p. m. (daily, except Sundays) for Suffern and intermediate Stations, reaching Suffern 7 42 p. m.

6 30 p. m., *Night Express*—Jersey City 6 30 p. m., to Buffalo daily, and to Rochester, Salamanca and Dunkirk daily (except Saturdays) arriving at Turner's 8 37 p. m. (supper), Hornellsville 8 15 a.m. (breakfast), Rochester 11 08 a. m., Salamanca 11 53 a.m., Buffalo 12 20 p.m., and Dunkirk 1 55 p.m., connecting with Express Trains on the Lake Shore, Grand Trunk, and Atlantic & Great Western Railways for all points West and South. By this train Sleeping Coaches will run through to Cincinnati without change.

8 00 p. m., *Emigrant and Way Train*—Jersey City 8 15 p. m. daily, for Dunkirk, Salamanca, Rochester, Buffalo, and the West.

Paterson Trains.—Trains also leave New York for Paterson at **6 45, 8 00, *8 30, 9 15, and 10 00 a.m., 12 m., and *1 45, 3 15, 4 00, 4 15, 5 00, 5 30, 6 00, ‡6 30, 6 45, *8 00, and *11 00 p.m.**

Leave Paterson for New York at **6 00, *6 43, 7 00, 8 00, *8 30 & 9 30 a.m., 12 00 m., and 2 00, *3 17, 4 00, 5 30, *6 15, 9 43 & *10 40 p.m.**

An extra train for Suffern and intermediate stations, leaves New York at **12** o'clock Wednesday nights.

* Run Daily. † Except Mondays. ‡ On Sundays only.

EASTWARD.

From Buffalo—Will leave by New York time from Depot cor. Exchange and Michigan Sts.:

5 25 a. m., *New York Day Express*—(Daily, except Sundays), arriving at Hornellsville 9 10 a. m. (breakfast), Susquehanna 2 32 p. m. (dinner), Turner's 8 20 p. m. (supper), reaching New York 10 40 p. m.

7 30 a. m., *New York and Baltimore Mail*—(Sundays excepted), stops at all stations to Susquehanna 9 56 p.m. (supper), connecting with Lightning Express from Buffalo, Salamanca and Rochester, reaching N. York 7 40 a.m.

2 50 p. m., *Lightning Express*—(Daily), arriving at Hornellsville 6 15 p. m. (supper), Elmira 8 38 p. m. (Harrisburg 5 25 a. m., Philadelphia 9 20 a. m., Baltimore 9 20 a. m., and Washington 12 25 p.m.), reaching New York 7 40 a. m.

4 10 p. m., *Buffalo Division Mail*, via Avon—(except Sundays), stopping at principal stations to Corning, 12 25 a.m., connecting with Night Express arriving in New York 1 40 p. m.

6 00 p. m., *New York Night Express*—(Sundays excepted), stopping at Portage 8 50 p.m. (supper), intersecting at Hornellsville with the 9 50 p. m. Night Express from Dunkirk, arriving at Susquehanna 7 58 a. m. (breakfast), Turner's 1 50 p.m. (dinner), reaching New York 4 15 p.m.

From Dunkirk and Salamanca—Trains leave by New York time from Union Depots:

6 20 a. m. From Salamanca *New York Day Express* (Sundays excepted), stopping at Hornellsville 9 15 a. m. (breakfast), intersecting with the 5 25 a.m. Day Express from Buffalo, reaching New York 10 40 p.m.

7 30 a. m. From Dunkirk, *New York and Baltimore Mail*—(Sundays excepted), arriving at Salamanca 10 00 a. m. Hornellsville 2 08 p. m. (dinner), connecting with 7 30 a. m. Train from Buffalo, reaching New York 7 40 a. m.

1 15 p. m. From Dunkirk, *Lightning Express* (Sundays excepted), ariving at Salamanca 3 25 p. m., Hornellsville 6 14 p. m. (supper), intersecting with the 2 50 p. m. Lightning Express from Buffalo, connecting as above, and reaching New York 7 40 a. m.

9 50 p. m. From Dunkirk, *New York Night Express*—(Daily, except Sundays), arriving at Salamanca 11 45 p. m., Hornellsville 2 49 a. m., Susquehanna 7 58 a. m. (breakfast), Turner's 1 50 p. m. (dinner), reaching New York 4 15 p. m.

From Rochester—Trains leave by New York time from Genesee Valley Depot:

6 55 a. m., *New York Day Express*—(Daily, except Sundays), intersecting at Corning with 5 25 a. m. Day Express from Buffalo, reaching New York 10 40 p. m.

9 25 a. m., *New York and Baltimore Mail*—(except Sundays), intersecting at Corning with the 7 30 a. m. Train from Buffalo, reaching New York 7 40 a. m.

4 00 p. m., *Lightning Exp.*—(Sundays excepted), intersecting at Corning with 2 50 p. m. Lightning Exp. from Buffalo, reaching New York 7 40 a. m.

6 00 p. m., *Night Exp.*—(Sundays excepted), intersecting at Corning with 6 00 p. m. Train from Buffalo, reaching New York at 4 15 p. m.

ERIE RAILWAY.

[*Dec.* 28.

JAY GOULD, President; A. S. DIVEN, Vice-Pres.; HUGH RIDDLE, Gen. Supt., J. W. GUPPY, Asst. Supt.; B. W. BLANCHARD, Gen. Freight Agent; J. H. RUTTER, Asst. Freight Agent; WM. R. BARR, Gen. Pass. Agent, and J. C. CALHOUN, Aud., N. Y. City. H. HOBBS, Supt. East'n Div., Jersey City. C. W. DOUGLAS, Supt. Del. Div., Port Jervis. H. D. V. PRATT, Supt. Susquehanna Div., Elmira. JNO. S. BEGGS, Supt. Western Div., Dunkirk. H. C. FISK, Supt. Northwestern and Buffalo Divs., Buffalo.

Standard of Time.—Trains run by New York City time, which is twenty minutes *faster* than the time used by the Buffalo & State Line Railway, and thirty-five minutes faster than the time used by the Atlantic & Great Western Railway.

☞ **For full information as to the Departure of Trains, Connections, &c., see page 100.**

Westward.								STATIONS.	Eastward.							
Exp.	Way	Milk	Em.	Exp.	Mail.	Exp.	Mls		Mls	Exp.	Exp.	Exp.	Exp.	Way	Milk	Exp.
	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A.M.	P. M.	A.M.	P. M.	
	4 00	8 30	8 00	6 30	10 00	8 00		..**New York**.. foot Chambers st	460	10 40	7 40	7 40	4 15	10 10	11 55	
	4 15	8 45	8 15	6 50	10 15	8 18	1	...**Jersey City**...	459	10 20	7 20	7 20	3 53	9 56	11 33	
			8 45		10 41		10	..Rutherfurd Park..	450							
		9 22	8 55		10 51		12	.....Passaic.....	448						10 53	
		9 38	9 12		11 03	8 58	17	.....**Paterson**.....	443	9 43	6 43	6 43	3 17		10 40	
		9 55	9 27		11 16		22	.... Ridgewood	438						10 25	
		10 04	9 35		11 22		24	.....Hohokus.....	436				3 00		10 17	
		10 12	9 41		11 26		26	..... Allendale	434						10 08	
		10 20	9 48		11 33		28	.....Ramsey's	432						9 59	
		10 37	10 05	8 03	11 45	9 32	32	.....**Suffern**.....	428	9 10	6 08	6 08	2 40		9 45	
		10 44			11 52		34	.....Ramapo.....	426							
		10 52			11 58		36	.....Sloatsburg.....	424						9 23	
		11 11			12 12		42	.....Southfields.....	418							
					12 19		44	.... Greenwood	416							
	6 04	11 45	11 10	8 52	12 45	10 08	48	.....**Turner's**.....	412	8 35			2 05	8 15	8 45	
	6 11	12 00			12 52		50	..... Monroe.....	410					8 08	8 20	
		12 17					52	..... Oxford	408						7 35	
	6 23	12 32			1 05	10 25	54	.....Greycourt [1].....	406	8 04			1 36	7 55	7 15	
	6 41	1 28	11 59	9 19	1 23	10 39	60	.....Goshen [2].....	400	7 50			1 22	7 37	6 30	
	6 51	1 48			1 34		64	..... Hampton	396					7 25	6 00	
	7 04	2 12	12 36	9 35	1 45	10 57	67	...**Middletown** [3]..	393	7 32	4 50	4 50	1 03	7 15	5 43	
	7 14	2 32			1 56		71	.....Howell's.....	389					7 05	5 20	
	7 27	2 43			2 08		76	.....Otisville.....	384				12 43	6 52	5 00	
	7 55	P. M.	3 15	10 30	2 45	11 45	88	...**Port Jervis**...	372	6 45	4 00	4 00	12 12	6 20	P. M.	
	P. M.				3 34		107	..... Shohola.....	353					A.M.		
					3 46	12 39	111	....Lackawaxen [4]...	349	5 55			11 18			
					4 02		117	.... Mast Hope	343							
			5 18	11 54	4 20		123	..**Narrowsburg**..	337		2 40	2 40				
			5 50		4 43		131	.....Cochecton.....	329							
					5 03	1 34	136	.....Callicoon.....	324	5 00			10 23			
			6 30		5 20		143	.....Hankins.....	317							
			7 28		5 47		154	.....Lordville.....	306							
					6 01		159	..... Stockport.....	301							
			8 12	1 31	6 15	2 35	164	.....Hancock.....	296	4 00	1 00	1 00	9 22			
		Mail.	9 00		6 35		172	....Hale's Eddy....	288							
		A.M.	9 30	2 01	6 48	3 05	177	.....**Deposit**.....	283	3 30	12 21	12 21	8 50			
		5 00	11 10	2 49	7 42	3 58	193	... Susquehanna ...	267	2 52	11 42	11 42	8 13			
	Way	5 25	11 41	3 08	8 03	4 18	201	...**Great Bend** [5]..	259	2 15	9 36	11 18	7 41	Way		
	P.M.	5 43	12 03		8 18		206	..... Kirkwood.....	254		9 18			A.M.		
	1 50	6 11	12 42	3 43	8 40	4 50	215	..**Binghamton** [6]..	245	1 45	8 55	10 48	7 11	10 40		
	2 07	6 26			8 55		221	..... Hooper	239		8 33			10 25		
	2 17	6 36			9 03		224	.....Union.....	236		8 21			10 16		
	2 36	6 56			9 19		230	.....Campville.....	230		8 02			9 58		
	2 58	7 19	2 05	4 34	9 38	5 38	237	.....**Owego** [7].....	223	1 00	7 40	10 01	6 24	9 38		
	3 28	7 55			10 05		247	.....Smithboro.....	213		6 56			9 06		
	3 37	8 05			10 14		249	..... Barton	211		6 46			8 57		
	3 58	8 25	3 15	5 14	10 33	6 17	256	.....**Waverly** [8]...	204	12 20	6 27	9 20	5 42	8 38		
	4 12	8 40			10 46		261	..... Chemung	199		6 10			8 21		
	4 29	8 57			11 03		267	.....Wellsburg.....	193		5 53			8 05		
	4 45	9 25	4 25	6 00	11 45	6 58	274	..... **Elmira** [9].....	186	11 45	5 33	8 43	5 05	7 45		
	P.M.	9 48	5 02		12 10		284	.....Big Flats.....	176		4 55			A.M.		
		10 09	5 40	6 42	12 35	7 38	291	..... **Corning**....	169	11 02	4 35	8 05	4 26			
		A.M.	P. M.	A. M.	A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.	A. M.			

☞ *Way Fares*, about 3 cents per mile.

(Continued on next page.)

ERIE RAILWAY—(Continued).

Westward.							STATIONS.	Eastward.						
Way	Mail	Em.	Exp.	Mail.	Exp.	Mls.		Mls.	Exp.	Mail.	Exp.	Exp.	Way	
		P. M.	P. M.	A.M.	A.M.		LEAVE ARRIVE		P. M.	A.M.	A.M.	P. M.		
		8 00	6 30	10 00	8 00	0	....**New York**....	460	10 40	7 40	7 40	4 15		
	A.M.	P. M.	A.M.	A. M.	P. M.				A.M.	P. M.	P.M.	A.M.		
	10 09	5 40	6 42	12 35	7 38	291	.....**Corning** [10]...	169	11 02	4 35	8 05	4 26		
	10 15	5 45		12 42		293	....Painted Post....	167		4 21				
	10 40	6 20	7 10	1 07	8 05	302	.....Addison.....	158	10 37	3 57	7 34			
	10 55	6 37				307	...Rathboneville...	153		3 40				
	11 15	7 23				315	..... Cameron.....	145		3 20				
	11 36	7 55				323	..... Adrian	137		2 57				
	11 51	8 17				328	.....Canisteo.....	132	9 41	2 43				
P. M.	12 00	8 30	8 15	2 11	9 05	332	ar { **Hornellsville** [11] } lv	128	9 30	2 30	6 30	2 55	P. M.	
5 10	12 20	9 30	8 35	2 22	9 25		lv {		9 15	2 08	6 14	2 49	6 05	
6 04	12 35	10 00				337	..... Almond.....	123		1 58			5 48	
6 30	12 48	10 34				341	.....Alfred.....	119		1 45			5 30	
7 15	1 09	11 15				350	.....Andover.....	110		1 22			4 58	
7 53	1 31	11 52	9 38	3 30	10 27	358	..... Genesee.....	102	8 19	12 55	5 22	1 55	4 24	
8 10	1 42	12 07				362	.....Scio.....	98		12 42			4 07	
8 28	1 54	12 22				366	....Phillipsville	94		12 28			3 50	
8 45	2 05	12 40	10 03	3 53	10 53	370	.....Belvidere.....	90		12 17		1 27	3 34	
9 14	2 19	1 15	10 14			374	.... Friendship	86		12 03			3 15	
9 55	2 41	1 54	10 37	4 28	11 20	383	..... Cuba	77		11 37		12 58	2 39	
10 25	2 59					390	.....Hinsdale.....	70		11 18			2 00	
10 55	3 16	2 40	11 07	5 00	11 52	395	.....**Olean**.....	65	7 02	11 02	4 04	12 30	1 35	
11 13	3 27			5 07		399	..... Allegany	61		10 45			1 02	
11 56	3 58		11 32	5 27		408	..... Carrollton [12] ..	52		10 20			12 26	
12 12	4 08			5 35		411	....Great Valley....	49		10 08			12 03	
					12 28	415	ar { **Salamanca** [13] } lv	45	6 20	10 00	3 25	11 45	11 53	
12 35	4 20	3 45	11 53	5 50	12 35		lv {		A.M.					
1 00	4 40		12 16	6 12	1 00	422	... Little Valley ...	38		9 33	2 55	11 20	11 21	
1 27	4 58		12 37	6 35	1 27	429	.... Cattaraugus....	31		9 12	2 35	11 02	11 02	
	5 20			7 01		438	..... Dayton	22		8 44			10 39	
2 03	5 32	5 25	1 08	7 11	2 03	441	.....Perrysburg.....	19		8 34	2 03	10 33	10 30	
	5 52			7 29		448	... Smith's Mills ...	12		8 14			10 11	
	6 06	6 02	1 36	7 41		452	.... Forestville	8		8 01	1 36	10 10	10 00	
2 55	6 26	6 30	1 55	8 02	2 55	460	....**Dunkirk** [14]....	0		7 30	1 15	9 50	9 35	
A.M.	P.M.	A.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	A.M.	
	8 27	5 00	12 20	6 25	1 10	423	...**Buffalo** [15]..		5 25	7 30	2 50	6 00		
	P. M.	A.M.	P. M.	A.M.	A.M.				A.M.	A.M.	P.M.	P. M.		
7 50	6 00	5 30	7 30	2 05	7 50		...**Cleveland**..		10 00		7 10	4 00		
A.M.	A.M.	A.M.	P.M.	P.M.	A.M.				P.M.		A.M.	P.M.		
12 35	11 35	11 35	12 30	7 40	12 35		....**Toledo**....		5 40		2 25	10 30		
P.M.	A.M.	A.M.	A.M.	P.M.	P.M.				P.M.		A.M.	A.M.		
	10 25	5 30	10 00	5 30			....**Detroit**....			5 55		8 00		
	A.M.	P.M.	P.M.	P.M.						P.M.		A.M.		
10 00	11 57	11 57	10 00	6 30	10 00		....**Chicago**....		8 00		4 30			
P.M.	P.M.	P.M.	A.M.	A.M.	P.M.				A.M.		P.M.			
6 30	6 30	6 30	7 20	7 20	6 30		..**Cincinnati**...		8 20		8 00	7 00		
P.M.	P.M.	P.M.	A.M.	A.M.	P.M.				A.M.		P.M.	A.M.		
8 35	8 35	8 35	8 50	3 30	8 35		.**Indianapolis**.		10 10		7 35			
P.M.	P.M.	P.M.	A.M.	A.M.	P.M.				A.M.		P.M.			
2 35	2 35	2 35	5 00	5 00	2 35		...**Louisville**..		4 15		1 40			
A.M.	A.M.	A.M.	P.M.	P.M.	A.M.				A.M.		P.M.			
9 10	9 10	9 10	10 20	4 10	9 10		.....**St. Louis**.....		4 35		7 15			
A.M.	A.M.	A.M.	P.M.	P.M.	A.M.		ARRIVE LEAVE		P.M.		A.M.			

1 Junction of Warwick and Newburgh Branches.
2 Junction of Montgomery Branch.
3 Junction of Unionville Br.
4 Junction of Hawley Branch.
5 Junction of Delaware, Lack. & Western Railway.
6 Junction of Syracuse & Binghamton Railway.
7 Junction of Cayuga Division of Delaware, Lackawanna & Western Railway.
8 Junction of Pennsylvania & New York Canal and Railway.
9 Junction of W'msport & Elmira R.R., & Canandaigua Div. Nor. Central R'way.
10 Junction of Buffalo Division (*next page*), and Corning, Blossburg & Tioga R. R.
11 Junction of Northwestern Division.
12 Junction of Bradford Br.
13 Junction of Atlantic & Gt. Western Railway.
14 Connects with Lake Shore Line.
15 Connects with R'ways diverging from Buffalo.

☞ **For Extra Trains, see next page.**

BUFFALO DIVISION OF ERIE RAILWAY. [*Dec.* 28.

☞ **For full information as to the Departure of Trains, Connections, &c., see page 100.**

Westward.									STATIONS.	Eastward.							
		Mail.	Exp.	Mail.	Exp.	Exp.				Mls.	Exp.	Mail.	Exp	Exp.	Exp.		
		A. M.	A. M.		P. M.	P. M.			LEAVE ARRIVE		P. M.	A. M.	A.M.	P. M.	P. M.		
		10 00	8 00		6 30	6 30			.. **New York** ..	433	10 40	7 40	7 40	4 15	4 15		
		P. M.	P. M.	P. M.	A. M.	A.M.			(*See page* 101.)		A. M.	P. M.	P. M.	A. M.	A.M.		
		11 45	6 58	1 00	6 00	6 00			.....**Elmira**.....	159	11 35	3 01	8 38	5 05	5 00		
		12 35	7 45	1 45	6 50	6 50		0	....**Corning** ...	142	10 47	2 15	7 52	12 25	4 26		
		12 42	7 54	1 52	6 57	:		2	.. Painted Post ..	140	10 44	2 11	7 49	12 20	:		
		:	8 03	2 02		:		5	.....Cooper's	137	10 35	2 02			:		
		:		2 09		:		8	.....Curtis'.....	134		1 54			:		
		:	8 14	2 16	7 15	:		9	....Campbell's....	133	10 24	1 47	7 31		:		
		:	8 27	2 28	7 28	:		14	..... Savona	128	10 12	1 33			:		
		:	8 43	2 44	7 43	:		20	.....**Bath**.....	122	9 57	1 17	7 06	11 21	:		
		:		2 54		:		24	.....Kanona.....	118		1 05			:		
		:	9 02	3 04	8 01	:		28	.....Avoca.....	114	9 39	12 54	6 48		:		
		:		3 13	8 10	:		31	.... Wallace's	111	9 31	12 45			:		
		:	9 20	3 26	8 23	:		35	.....Liberty.....	107	9 18	12 31	6 30	10 25	:		
		:	9 33	3 38	8 35	:		40	.....Bloods.....	102	9 06	12 18	6 18	10 08	:		
		:	9 48	3 55	8 53	:		46	... **Wayland** ...	96	8 51	12 02	6 03	9 45	:		
		:		4 08	9 05	:		50	...Springwater...	92		11 48	5 50	9 15	:		
		:	10 14	4 25	9 21	:		57	.....Conesus.....	85		11 30	5 33	8 50	:		
		:		4 36	9 32	:		61	..South Livonia..	81		11 18	5 22	8 30	:		
		:	10 33	4 48	9 43	:		65	.....**Livonia**....	77	8 10	11 07	5 11	8 13	:		
Way	Way	:		5 03	9 51	:		67	....Hamilton's....	75		10 58		7 58	:	Way	Way
noon	A.M.	:	10 56	5 20	10 10	:		76	arr... **Avon**...l've	66	7 44	10 35	4 45	7 20	:	A.M.	P. M.
12 00	8 20	:	11 01	5 45	10 25	:		0	l've...**Avon**...arr.	18	7 31	10 10	4 40	7 05	:	8 00	5 25
12 15	8 32	:	11 10	5 56	10 38	:		4	..... Rush	14	7 22	9 58	4 31	6 50	:	7 45	5 13
12 25	8 37	:		6 01	10 45	:		6	....Scottsville....	12		9 54		6 44	:	7 37	5 05
12 35	8 45	:		6 10		:		10	.....Henrietta....	8					:		4 55
1 00	9 05	:	11 36	6 30	11 08	:		18	ar..**Rochester**..lv	0	6 55	9 25	4 00	6 00	:	7 00	4 35
P.M.	A.M.	:	P. M.	5 35	10 30	:		76	l've...**Avon**..arr.	66	A. M.	10 20	4 30	7 05	:	A.M.	P. M.
		:		5 53	10 49	:		83	.....Caledonia....	59		10 05	4 00	6 51	:		
		:		6 10	11 06	:		90	..... Le Roy.....	52		9 48	3 25	6 33	:		
		:		6 22	11 18	:		95	..... Stafford.....	47		9 35	2 55	6 22	:		
	Way	:		6 36	11 33	:		100	... **Batavia**....	42		9 21	2 25	6 05	:		
	A.M.	A.M.	P. M.	6 53	11 51	A. M.		108	...Alexander ...	34	A.M.	9 03	1 49	5 47	P. M.		
	7 14	7 14	11 49	7 03	12 02	11 05		111	.....**Attica**.....	31	6 41	8 53	1 30	5 37	7 27		
	7 31	7 31		7 18	12 18			117	..... Darien	25		8 37	P. M.	5 21	7 15		
	7 47	7 47		7 33	12 32			123	.....Alden.....	19		8 23		5 07	6 58		
	8 07	8 07		7 46	12 45			128	... Town Line ...	14		8 10		4 55			
	8 19	8 19		7 58	12 55	11 50		132	.....Lancaster....	10		8 00		4 45	6 35		
	8 27	8 27			1 04			134	...Checktowaga...	8				4 37			
	8 50	8 50	1 10	8 27	1 27	12 20		142	.....**Buffalo**.....	0	5 25	7 30	2 50	4 10	6 00		
	A.M.	A. M.	A. M.	P. M.	P. M.	P. M.			ARRIVE LEAVE		A.M.	A.M.	P. M.	P. M.	P. M.		

Via Hornellsville to Buffalo

Via Hornellsville to New York

ADDITIONAL BRANCH AND WAY TRAINS.

From Suffern—6 15 and 7 15 a. m. (daily, except Sundays), reaching New York at 7 55 & 8 55 a. m. *Returning* leave New York at 5 00 & 6 00 p. m., reaching Suffern at 6 48 & 7 42 p. m.

From Greycourt—7 55 a. m. (Sund. ex.), in connection with trains from Newburg and Warwick arriving at Goshen 8 10 a. m. *Returning*, leaves Goshen at 8 25 a. m. (Sundays excepted), connecting with train for Warwick.

Newburgh and Warwick Branches.—Trains leave Newburgh (daily, except Sundays , for Warwick and intermediate Stations at 7 00 a. m., and 12 05 & 4 55 p. m. *Returning*, leave Warwick for Newburgh at 7 15 a. m., and 12 10 & 5 20 p. m. Distance, 29 miles.

Montgomery Branch.—Trains leave Goshen for Kipp's, Campbell Hall, Neely Town, Beaver Dam and Montogmery at 1 30 & 6 50 p.m. *Returning*, leave Montgomery for Goshen at 6 55 a.m. and & 5 10 p.m

From Middletown—6 00 a. m. (Sundays excepted), reaching New York 9 25 a. m. *Returning*, leaves New York at 3 15 p. m., reaching Middletown 7 11 p. m.

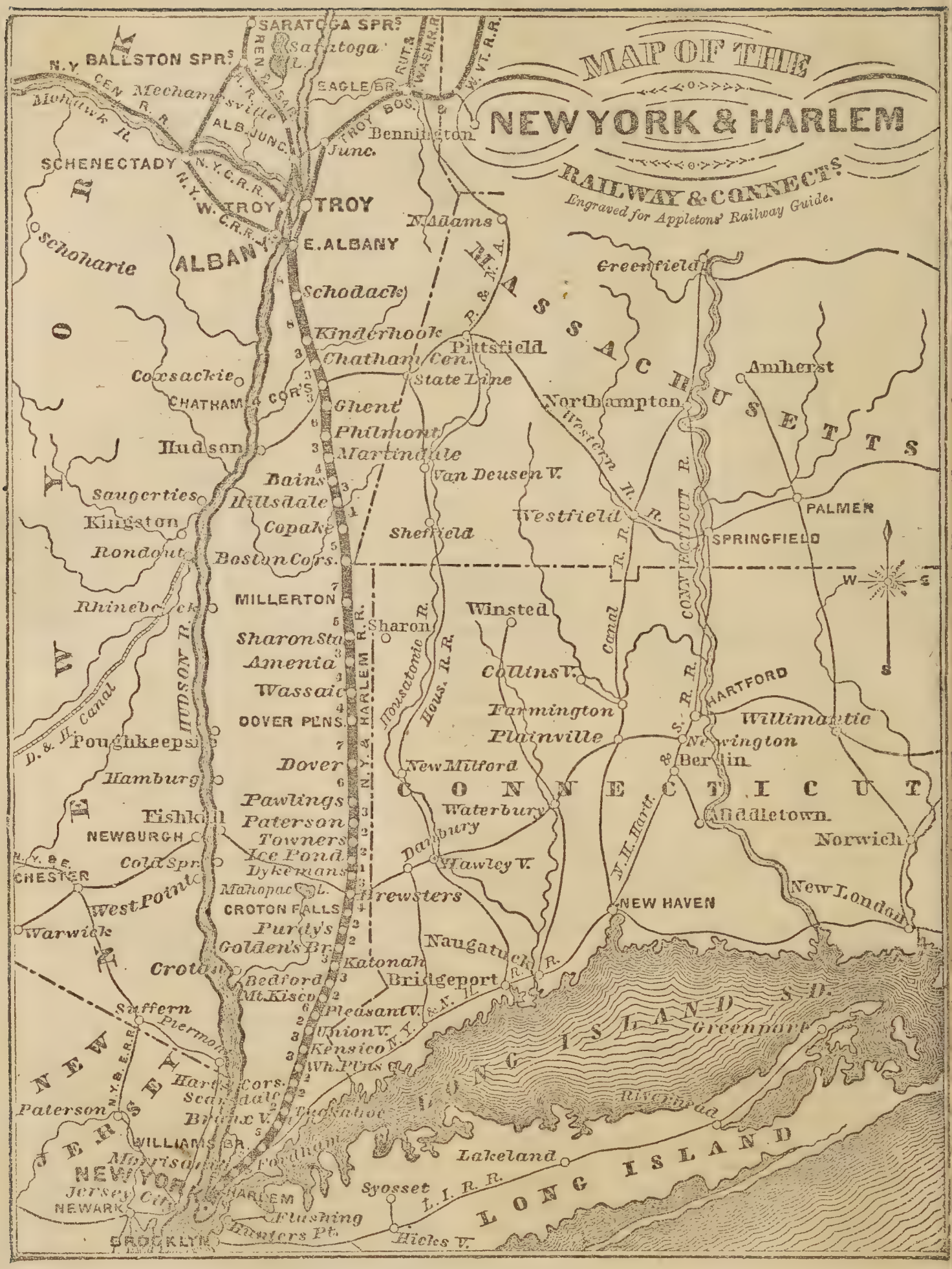
Unionville Branch.—Trains leave Middletown at 2 15 & 7 35 p.m. (Sundays excepted), for Haunted House, Slate Hill, Johnson, Rutgers, Westtown, Waterloo Mills, and Unionville. *Returning*, leave Unionville for Middletown at 7 30 a.m. and 4 10 p.m. (Sundays excepted).

From Port Jervis—6 20 a. m. (Sundays excepted), and 1 45 p. m. (daily), reaching New York 10 10 a. m. and 7 10 p. m.

Honesdale Br'ch.—Trains leave Lackawaxen for Rowlands, Millville, Kimbles, Hawley, White Mills, and Honesdale (daily, ex. Sun.), at 12 45 & 6 00 p. m. *Returning*, leave Honesdale for Lackawaxen at 9 30 a. m., and 4 20 p. m., connecting with trains to and from New York.

Northwestern Division.—Trains leave Hornellsville for Buffalo and intermediate stations at 4 30 a. m. (Sundays excepted), 8 35 a. m. (daily), 2 30 & 9 25 p. m. (Sundays excepted), and 9 40 p. m. (daily). *Returning*, leave Buffalo at 5 25 & 7 30 a.m. (Sundays excepted), 2 50 p.m. (daily), and 6 00 p.m. (Sundays excepted).

Bradford Branch.—A Train leaves Carrollton for Limestone, Bradford, De Golia's, Big Shanty, Crawford's, Alton, and Gilesville (Sundays excepted , at 4 10 p. m. *Returning*, leaves Gilesville at 8 00 a. m., reaching Carrollton at 9 45 a. m., connecting with trains to and from New York.


MAP OF THE
NEW YORK & HARLEM
RAILWAY & CONNECTS.
Engraved for Appletons' Railway Guide.
SARATOGA SPRS.
BALLSTON SPRS.
N.Y. CEN. R.R.
Mechanicsville
Mohawk R.
ALB. JUNC.
EAGLE BR.
TROY BOS.
Bennington Junc.
SCHENECTADY
N.Y.C.R.R.
N.Y.W.C.R.R.
TROY
TROY
E. ALBANY
ALBANY
Schoharie
N. Adams
Greenfield
Schodack
Kinderhook
Chatham Cen.
Pittsfield
State Line
Coxsackie
CHATHAM & CO'S
Ghent
Philmont
Hudson
Martindale
Van Deusen V.
Northampton
Amherst
Bains
Saugerties
Hillsdale
Kingston
Copake
Sheffield
Westfield
PALMER
SPRINGFIELD
Rondout
Boston Cors.
MILLERTON
Rhinebeck
Sharon
Winsted
Sharon Sta.
Amenia
Wassaic
Collins V.
HARTFORD
DOVER PLNS.
Farmington
Plainville
Willimantic
Poughkeepsie
Newington
Berlin
Dover
New Milford
Hamburg
Pawlings
Waterbury
Middletown
Fishkill
Paterson
NEWBURGH
Towners
Ice Pond
Danbury
Norwich
Cold Spr.
Dykemans
Hawley V.
CHESTER
Manopac L.
Brewsters
New London
West Point
CROTON FALLS
NEW HAVEN
Warwick
Purdy's
Golden's Br.
Naugatuck
Croton
Katonah
Bedford
Bridgeport
Mt. Kisco
Suffern
Pleasant V.
Greenport
Union V.
Kensico
Wh. Plns
Hartsdale
Cors.
Scarsdale
Paterson
Bronx V.
Tuckahoe
Rivadea
WILLIAMSBR.
Lakeland
Morrisania
NEW YORK
Jersey City
NEWARK
HARLEM
Syosset
Flushing
Bowers Pt.
BROOKLYN
Hicks V.
L. I. R.R.
LONG ISLAND
LONG ISLAND S.D.
NEW JERSEY
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
HUDSON R.
HARLEM R.R.
Housatonic R.
Hous. R.R.
Western R.R.
CONN. RIVER R.R.
Canal
D. & H. Canal
N.Y. & E.
N.Y.B.E.R.R.
Hart.
W
S

NEW YORK & HARLEM RAILWAY.

C. VANDERBILT, Pres.; WM. H. VANDERBILT, Vice-Pres.; I. C. BUCKHOUT, Eng. & Gen. Supt.; O. PINCKNEY, Gen. Freight Agent; W. J. VAN ARSDALE, Gen. Ticket Agent, New York. [*Jan.* 12.

New York to Albany and Troy.							Mls.	STATIONS.	Troy and Albany to New York.							
Pass.	Exp.	Pas.	Pas.	Pass.	Exp.	Mail.			Mls.	Pas.	Pas.	Pass	Exp.	Mail	Pas.	Exp.
P. M.	P. M.	P. M.	P.M.	A. M.	A. M.	A. M.		LEAVE ARRIVE		A.M.	A.M.	A.M.	P. M.	P. M.	P.M.	P. M.
							0	**N. Y. City Hall**	160							
5 00	4 35	3 50	2 30	10 15	10 00	8 15	2¾	...26th street *...	157	8 35	9 15	11 00	1 30	4 30	6 00	9 40
5 10	4 45	4 00	2 40	10 25	10 10	8 25	3½	... 42d Street....	156	8 25	9 04	10 50	1 21	4 22	5 50	9 31
5 25			2 55	10 40		8 40	8	.... **Harlem**	152	8 10		10 36		4 07	5 35	
5 30			3 00	10 45	10 28	8 45	8	...Mott Haven...	152	8 05		10 31		4 02	5 30	
5 35			3 05	10 49		8 50	9	.....Melrose.....	151	8 00		10 26		3 57	5 25	
5 39			3 09	10 52		8 53	10	....Morrisania....	150	7 56		10 23		3 53	5 21	
5 44			3 14	10 56		8 57	11	.....Tremont.....	149	7 51		10 18		3 48	5 16	
5 49			3 19	11 00		9 02	12	.....Fordham	148	7 46		10 13		3 43	5 11	
5 56			3 26	11 05		9 08	14	.**W'ms Bridge** [1]	146	7 39		10 07		3 36	5 04	
6 00			3 30	11 08		9 12		...Wood Lawn...		7 34		10 02		3 32	4 59	
6 05		4 37	3 35	11 12		9 17	17	.West Mt. Vernon.	143	7 30	8 24	9 58		3 27	4 55	
6 12		4 44	3 42	11 19		9 23	19	....Bronxville....	141	7 23	8 17	9 51		3 20	4 48	
6 15		4 46	3 45	11 22		9 27	20	....Tuckahoe.....	140	7 20	8 15	9 48		3 16	4 45	
6 23		4 54	3 53	11 30		9 34	22	.....Scarsdale.....	138	7 12	8 08	9 41		3 09	4 37	
6 28		4 59	3 58	11 35		9 39	24	..Hart's Corners..	136	7 07		9 36		3 04	4 32	
6 35	5 43	5 05	4 05	11 40	11 06	9 46	26	.**White Plains**..	134	7 00	8 00	9 30	12 24	2 57	4 25	8 34
P. M.		5 12	P. M.	A. M.		9 54	29	..... Kensico.....	131	A.M.	7 52	A.M.		2 47	P. M.	
		5 21				10 03	32	....Unionville....	128		7 42			2 37		
		5 27				10 10	34	...Pleasantville...	126		7 36			2 30		
		5 33				10 16	36	....Chapequa.....	124		7 30		12 03	2 23		
	6 13	5 43			11 38	10 26	40	...Mount Kisco...	120		7 18		11 54	2 11		
		5 49			11 47	10 34	42	..... Bedford.....	118		7 12		11 47	2 03		7 57
	6 24	5 57				10 42	45	.....Katonah.....	115		7 03		11 34	1 54		
		6 03				10 48	47	.Golden's Bridge.	113		6 57			1 47		
		6 09				10 53	49	..... Purdy's	111		6 51			1 40		
	6 40	6 15			12 09	11 01	51	.**Croton Falls**..	109		6 46		11 21	1 30		7 37
	6 51	6 25			12 19	11 12	55	....Brewster's	105		6 33		11 12	1 19		7 28
		6 32				11 22	58	....Dykeman's....	103		6 25			1 11		
					12 27		59	.....Ice Pond.....	102				11 04			
		6 40				11 34	61	.....Towner's.....	99		6 16			1 02		
	7 10	6 49				11 45	64	.... Paterson	96		6 08			12 54		7 10
	7 27	6 59			12 55	12 05	67	....Pawling's.....	93		6 00		10 48	12 45		6 59
		P. M.			1 07	12 20	73	...South Dover...	87		A.M.			12 20		
	7 55				1 21	12 37	80	.**Dover Plains**.	80				10 11	12 02		6 22
						12 48	85	..... Wassaic.....	75				10 01	11 51		
	8 14				1 39	12 58	88	.....Amenia	72				9 54	11 42		6 05
						1 06	91	..Sharon Station..	69					11 34		
	8 33				1 59	1 20	96	... **Millerton** ...	64				9 37	11 21		5 48
						1 40	103	..Boston Corners..	57				9 20	11 02		
						1 52	108	..... Copake	52					10 50		
	9 11				2 36	2 04	112	.... Hillsdale	48				9 00	10 40		5 12
						2 12	115	.....Bain's.....	45					10 32		5 05
						2 22	119	... Martindale ...	41					10 22		
						2 31	122	.... Philmont	38					10 12		
						2 46	128	.....Ghent [2].....	32					9 57		
	9 50				3 15	2 55	131	**Chatham 4 Cor.**	29				8 15	9 50		4 25
	10 40				4 05	P. M.	154	...East Albany [3]..	6				7 25	A. M.		3 35
	10 50				4 15			.....**Albany**.....					7 15			3 25
	11 00				4 25		160	.....**Troy**.....	0				7 05			3 15
	P. M.				P. M.			ARRIVE LEAVE					A.M.			P. M.

Fares.—*Through Fare*, $3 00. *Way Fares, about* 2½ *cents per mile.*

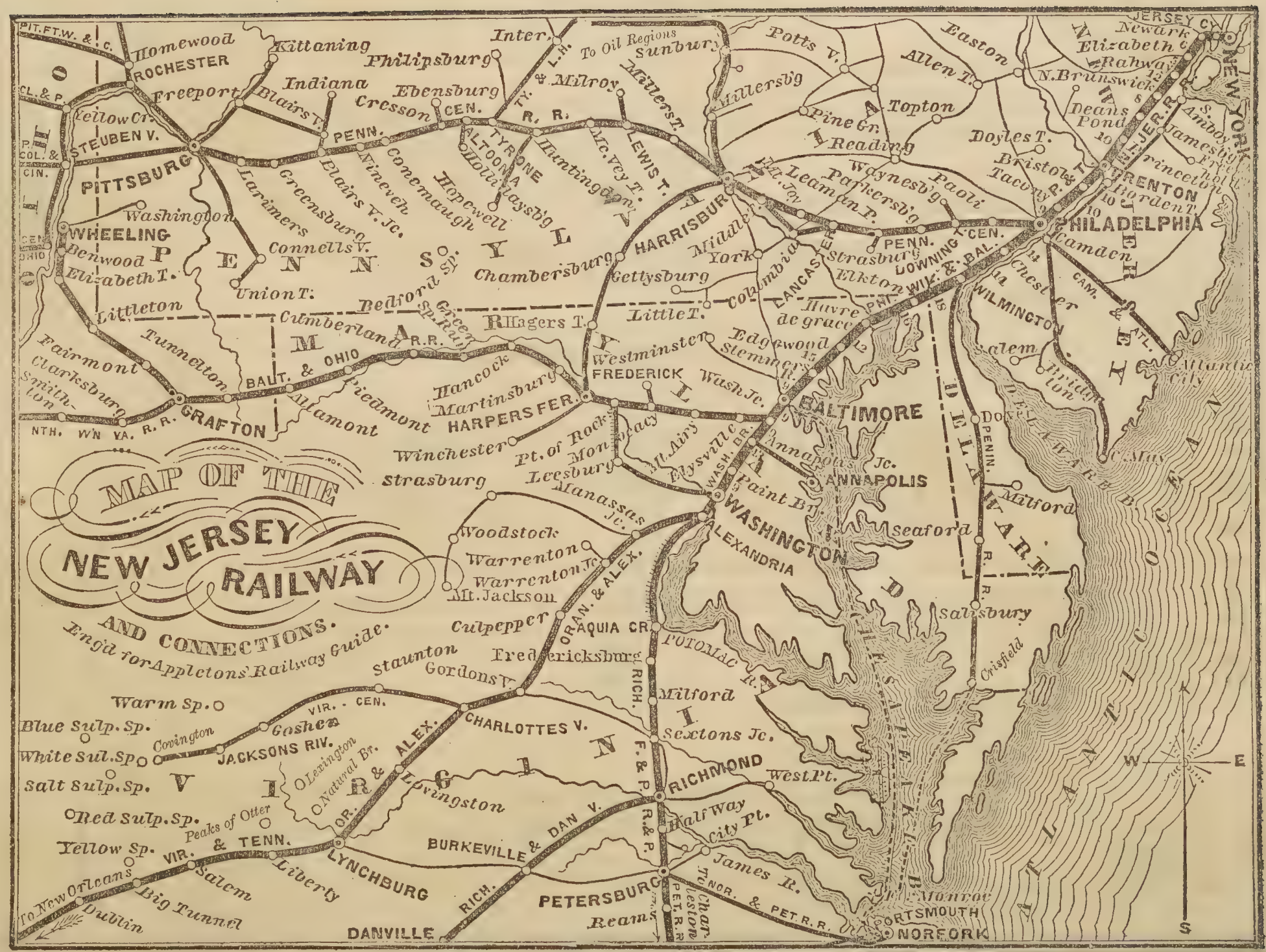
* Passengers take city cars at Astor House 35 minutes earlier than time given above for leaving 26th st.

Sunday Train.—Leaves New York for Millerton at 9 00 A. M. Millerton for New York at 4 30 P.M.

White Plains.—Leave 26th Street for White Plains at 6 00 & 6 40 P. M. (Wed. at 11 30 instead of 6 40 P. M.) Leave White Plains for New York at 6 10 A. M. and 12 30 P. M.

Williams' Bridge Trains.—Leave 26th Street for Williams' Br. at 6 30 A.M. and 4 00 & 8 30 P.M. (Wed. at 6 40 instead of 8 30 P.M.) Leave Williams' Bridge for New York at 5 30 & 8 10 A.M. and 6 00 P.M.

[1] N. Y. & N. Haven Railway diverges.
[2] Connects with Western Railway.
[2] Junction of Hudson & Boston Railway.
[3] Connects with Troy & Greenbush Railway.


MAP OF THE
NEW JERSEY
RAILWAY
AND CONNECTIONS.
Eng'd for Appletons' Railway Guide.
PITTSBURG
WHEELING
ROCHESTER
Homewood
Kittaning
Philipsburg
Inter.
To Oil Regions
Sunbury
Milroy
Millers T.
Millersb'g
Potts V.
Easton
Allen T.
Elizabeth
Newark
Rahway
N. Brunswick
Deans Pond
Topton
Pine Gr.
Reading
Doyles T.
Bristol
Tacony
Paoli
Waynesb'g
Parkersb'g
Leaman P.
Mt. Joy
Lancaster
Strasburg
Elkton
Downing
Wilm. & Bal.
Pennsylvania
Philadelphia
Camden
Chester
Wilmington
Salem
Bridgeton
Atlantic City
Delaware Bay
Cape May
Dover
Milford
Seaford
Salisbury
Crisfield
Newark
Elizabeth
Rahway
N. Brunswick
Deans Pond
Amboy
Jamesburg
Princeton
Bordentown
Trenton
Freeport
Blairs T.
Indiana
Ebensburg
Cresson
Yellow Cr.
Steuben V.
Pittsburg
Washington
Denwood
Elizabeth T.
Larimers
Greensburg
Connells V.
Blairs V. Jc.
Vineyard
Conemaugh
Hopewell
Hollidaysb'g
Altoona
Tyrone
Huntingdon
Mc. Vey T.
Lewistown
Harrisburg
Middletown
York
Columbia
Lancaster
Gettysburg
Chambersburg
Union T.
Bedford Sp.
Green Sp.
Rhagers T.
Little T.
Cumberland
Littleton
Tunnelton
Fairmont
Clarksburg
Smithton
Grafton
Baltimore & Ohio
Piedmont
Hancock
Martinsburg
Harpers Fer.
Winchester
Pt. of Rocks
Monocacy
Leesburg
Strasburg
Manassas Jc.
Westminster
Frederick
Wash. Jc.
Edgewood
Stemmers R.
Havre de Grace
Baltimore
Annapolis Jc.
Annapolis
Paint Br.
Washington
Alexandria
Woodstock
Warrenton
Warrenton Jc.
Mt. Jackson
Culpepper
Fredericksburg
Aquia Cr.
Potomac R.
Staunton
Gordons V.
Warm Sp.
Blue Sulp. Sp.
White Sul. Sp.
Salt Sulp. Sp.
Red Sulp. Sp.
Yellow Sp.
Covington
Goshen
Jacksons Riv.
Lexington
Natural Br.
Peaks of Otter
Charlottes V.
Milford
Sextons Jc.
Richmond
West Pt.
Halfway
City Pt.
James R.
Lynchburg
Liberty
Salem
Big Tunnel
Dublin
To New Orleans
Danville
Burkeville
Petersburg
Reams
Chaffin's
Norfolk
Portsmouth
Fort Monroe
Atlantic Ocean
Chesapeake Bay
Virginia
Maryland
Delaware
New Jersey
New York
Ohio
Pennsylvania
Virginia
Maryland
Delaware
Virginia
Pennsylvania
Ohio
Pit. Ft. W. & C.
Cl. & P.
P. Col. & Cin.
Cen. Ohio
Nth. Wn. Va. R. R.
Pennsylvania
Cen.
Lehigh Valley
Cam. & Atl.
Penin.
Del. R. R.
Tyr. & L. H.
Tyr. R. R.
Or. & Alex.
Or. & Tenn.
Vir. & Tenn.
Vir. Cen.
Orang. & Alex.
Rich. & Alex.
Rich. & Dan. V.
Rich. & Pet.
Rich. & Pot.
Tenn. & Pet. R. R.
Pet. R. R.
Pot. R. R.
Pen. R. R.
Del. R. R.
Jersey Cy.
N
W
E
S

NEW JERSEY RAILWAY, and Connections.

From New York to Philadelphia, Baltimore, Washington, and the West.

A. L. Dennis, President, Newark, N. J. H. J. Southmayd, Treasurer, and F. W. Rankin, Secretary, New York. F. W. Jackson, Gen. Supt., Newark, N. J. Jas. W. Woodruff, Asst. Supt., Elizabeth, N. J. Geo. W. Barker, Master of Transportation, Jersey City. *Office of the Company*—111 Liberty street, New York. [*Nov.* 22.

New York to Philadelphia and Washington. | Washington and Philadelphia to New York.

Exp.	Exp.	Exp.	Ex.	Ex.	Acc.	Exp.	Exp.	Exp.	Exp.	M.	STATIONS.	Exp.	Exp.	Ex.	Exp.	Exp.	Exp.	Exp.	Ex.	Exp.	Ex.
P. M. *	P. M. *	P. M. *	P.M.	P.M.	P. M.	P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE	A. M. *	A. M.	A.M.	P. M.	P. M. *	P. M.	P. M.	P.M.	P. M. *	A.M.
‖9 00	8 40	§6 30	5‖00	4†00	†1 00	12‖30	10‖00	8 40	‖7 00	0	New York / Cortlandt St.	5 21	6 09	6 48	12 10	1 22	2 25	4 54	7 52	10 15	9 25
9 12	8 52	6 40	5 10	4 10	1 10	12 40	10 10	8 52	7 10	1	..Jersey City..	5 11	5 59	6 38	12 00	1 12	2 15	4 39	7 37	10 05	9 15
9 36	9 16	7 05	5 35	4 35	1 35	1 05	10 35		7 35	9	.....Newark.....	4 36	5 34	6 13	11 35	12 49	1 50	4 14	7 12	9 40	8 50
		7 15	5 45	4 49	1 50	1 15	10 47		7 45	15	.....Elizabeth.....	4 16	5 19	5 58	11 20	12 35	1 38	4 02	6 58	9 25	8 38
		7 30		5 04	2 05	1 25	11 00		8 00	20	.....Rahway.....	3 59	5 05		11 05		1 25				8 25
10 26	10 06	8 00	6 25	5 34	2 44	1 54	11 30		8 30	32	N. Brunswick	3 21	4 38	5 15	10 40	12 01	1 02	3 29	6 22	8 49	8 00
				5 52	3 05		11 46		8 46		Monmouth Junct.	2 43					12 37				7 25
		8 29		6 07	3 23	2 21	11 57		9 01	48	Princeton Junction	2 25			9 59	11 25	12 26		5 42	8 14	7 10
11 09	10 50	8 50	7 05	6 30	3 53	2 40	12 17	10 45	9 24	58	....Trenton....	1 56	3 45	4 17	9 36	11 06	12 06	2 38	5 22	7 52	6 48
				6 47	4 09						...Bordentown....				9 20						6 30
				7 09	4 32						....Burlington....				8 58						A.M.
11 32		9 20				3 06	12 43		9 51	69	.....Bristol.....	1 17				10 41	11 41		4 59	7 24	
				7 47	5 30						.....Camden.....				8 12						
				8 00	5 40					88	.Philadelphia.				†8 00						
		10 10		P.M.	P. M.					86	...Kensington...				A. M.		11§00				
12 20	12 06	P. M.	8 15			3 57	1 34	11 52	10 42		.....Mantua.....	12 10	2 34	3 05		9 55	A. M.	1 29	4 15	6 38	
12 30	12 15		8 23			4 05	1 42	12 00	10 50	90	W. Philadelphia	12‖00	2 25	A.M.		‖9 45		1‖29	4‖00	6‖30	
A. M.	1 20		P.M.			5 17	P. M.	12 55	A. M.	116	..Wilmington..	NI'HT	1 14			A. M.		12 20	P.M.	5 14	
	4 15					8 09		3 45		186	...Baltimore..		10 30					9 40		2 30	
	6 00					10 00		5 20		226	..Washington..		8 40					8 00		12 30	
	A. M.					P. M.		P. M.			ARRIVE LEAVE		P. M.					A. M.		P. M.	

* Runs also on Sundays. † Via Camden. § Via Kensington. ‖ Via West Philadelphia.

☞ **An Extra Train** leaves New York at 12 00 night, arriving at West Philadelphia 5 30 A. M., making no stops.

The 8 40 a. m. and 8 40 P. M. trains from New York will take passengers for Baltimore, Washington, and the West only, making no connection at Philadelphia.

The 8 40 P. M. train from Washington will not take passengers from Philadelphia for New York.

The 6 30 P. M. train from New York runs *via* West Philadelphia on Sundays.

NEW JERSEY RAILWAY LOCAL TRAINS.

Trains leave New York for Newark from 6 00 A.M. to 7 00 P.M., at intervals varying from 10 to 60 minutes; then at 8 20, 10 & 11 15 P.M. and 12 night.

New York for Elizabeth at 6 00, 6 30, 7 00, 8 10, 10 10 & 11 40 A.M., 12 M., and 1 00, 2 00, 3 00, 3 30, 4 10, 4 30, 5 20, 5 40, 6 00, 6 10, 7 00, 8 20 & 10 00 P.M. and 12 night.

New York for South Elizabeth at 6, 8 10 & 11 40 A.M., and 2 00, 3 00, 3 30, 4 30 & 6 10 P.M.

New York for Rahway at 6 00, 7 00, 8 10 & 10 10 A.M., and 1 00, 2 00, 3 00, 3 30, 4 10, 4 30, 5 20, 6 00, 6 10 & 7 00 P.M. and 12 night.

Mondays and Thursdays at 10 00 P.M.

New York for Metuchin at 7 00 & 10 00 A.M., and 1 00, 3 00, 4 10, 5 20 & 6 30 P.M. and 12 night.

New York for New Brunswick at 7 00 & 10 00 A.M., and 12 30, 1 00, 3 00, 4 00, 4 10, 5 00, 5 20 & 6 30 P.M. and 12 night.

New Brunswick for New York at 3 17, 5 15, 7 15, 8 00, 9 00 & 10 40 A.M., and 12 01, 1 00, 3 00, 5 15, 6 20 & 8 49 P.M.

Metuchin for New York at 5 27, 7 25, 8 10, 9 10 & 10 50 A.M., and 3 12, 5 25 & 9 00 P.M.

Rahway for New York at 5 30, 7 00, 7 30, 7 45, 8 25, 8 40, 9 30, 10 30 & 11 05 A.M., and 12 30, 1 25, 3 30, 4 30, 5 45, 7 05, 9 00 & 9 13 P.M.

Mondays and Thursdays at 11 15 P.M.

South Elizabeth for New York at 7 10, 8 10, 8 50 & 10 40 A.M., and 1 40, 3 40 & 4 40 P.M.

Elizabeth for New York at 4 15, 5 45, 5 59, 6 45, 7 15, 7 45, 8 00, 8 15, 8 38, 8 55, 9 45, 10 45 & 11 20 A.M., and 12 45, 1 45, 2 45, 3 45, 4 45, 6 00, 7 20, 9 15, 9 25, 10 30 & 11 30 P.M.

Newark for New York at 4 36 A.M., and from 6 00 A.M. to 7 35 P.M., at intervals varying from 10 to 60 minutes; then at 9 30, 9 40, 10 45 & 11 45 P.M.

Millstone and New Brunswick Railway.—Trains leave New York for East Millstone at 6 56 A. M., and 12 26, 4 06 & 5 16 P. M. Returning, leave East Millstone at 6 41, 7 26 & 9 56 A. M., and 2 41 P. M. Through Fare, 95 cents. Israel Smith, Supt.

Perth Amboy & Woodbridge Railway.—Trains leave New York for Perth Amboy at 5 56 & 10 06 A. M., and 1 56, 4 26 & 5 56 P. M. Returning, leave Perth Amboy at 7 01, 8 11 & 11 56 A. M., and 3 56 & 6 26 P. M. Time, 1½ hours.

New York and Washington Air Line Railway,

BETWEEN NEW YORK CITY & WASHINGTON, D. C.,

Via TRENTON, PHILADELPHIA, WILMINGTON, AND BALTIMORE.

This Line now has a double track throughout, and embraces roads of the following Companies, viz.:

New Jersey R. R.—A. L. DENNIS, Pres., N. Y. City.
Camden & Amboy and Phila. & Trenton R. R. W. H. GATZMER, Pres., Phila. } ASHBEL WELCH, Gen. Pres., Lambertville, N. J. F. WOLCOTT JACKSON, Gen. Supt., Jersey City.
Philadelphia, Wilmington & Balt. R. R.—ISAAC HINCKLEY, Pres., and H. F. KENNEY, Supt. Phila.
Baltimore & Ohio, (Wash. Br.)—JOHN W. GARRETT, Pres., and JOHN L. WILSON, Mast. Trans., Balt.

Acting Terminal Agents: { G. W. BARKER, (Mast. of Trans., New Jersey R. R.,) Jersey City. GEO. S. KOONTZ, (Agent Baltimore & Ohio R. R.,) Washington.

NEW SCHEDULE, TO TAKE EFFECT NOVEMBER 29, 1868.

New York to Baltimore & Washington. PHILADELPHIA TO WASHINGTON. | **Washington to Phila. and New York.** BALTIMORE TO NEW YORK.

Morning Express.	Noon Accom.	Phila. and Wash. Express.	Night Express.	Mls.	STATIONS.	Mls.	Morning Express.	Noon Accom.	Phila. and Wash. Express.	Night Express.
A.M.	NOON		P.M.		LEAVE ARRIVE		P.M.	P.M.		A.M.
8 40	12 30		8 40	0	**New York,** Ft. Cortlandt st.	228	4 44	10 05		5 59
8 52	12 40		8 52	1	....Jersey City....	227	4 29	9 55		5 49
9 16	1 05		9 16	9	.....Newark.....	219	4 04	9 30		5 24
10 04	1 54		10 06	32	..New Brunswick..	196	3 19	8 39		4 28
10 49	2 44	P.M.	10 54	58	.....Trenton.....	170	2 32	7 46	P.M.	3 39
12 04	4 09	11 30	12 19	90	.. **Philadelphia**..	138	1 14	6 24	11 24	2 19
		Broad st			...*W. Market St*...				Broad st	
12 59	5 21	12 39	1 24	119	....Wilmington....	109	12 04	4 58	10 04	12 58
2 17	6 43	2 00	2 43	152	.....Perryville.....	76	11 00	3 54	8 56	11 52
3 49	8 13	3 30	4 19	189	....**Baltimore**....	39	9 34	2 24	7 24	10 24
					....*President St*....					
5 30	10 10	5 21	6 10	228	...**Washington**...	0	8 00	12 30	5 40	8 40
P.M.	P.M.	A.M.	A.M.		ARRIVE LEAVE		A.M.	NOON	P.M.	P.M.

Sunday Trains.—The Night Express between New York and Washington and New York and Baltimore, and the Philadelphia & Washington Express, will run daily, including Sundays.

[The time given in the foregoing tables is *New York time* for Southward and *Baltimore time* for Northward trains, there being ten minutes difference in longitude.]

The MORNING AND NIGHT EXPRESS TRAINS are EXCLUSIVELY for THROUGH TRAVEL, excepting that the Southward trains take passengers from New York for Wilmington, Perryville and Baltimore; and the Northward trains from Washington and Baltimore, for Wilmington, Trenton, New Brunswick, Newark and Jersey City. The Morning Express also takes passengers between Broad Street Station, Philadelphia, and Washington, each way.

The NOON TRAINS in each direction are the Through Accommodation, and take passengers for all important way points between New York and Washington. (See local advertisements).

All the trains stop ten minutes at Wilmington for lunch—the day train porters taking orders from ladies for luncheon, to be brought into the cars if required.

Through tickets, baggage-checks, sleeping-car berths, seats in the reclining-chair cars, and reserved seats or saloons in day compartment cars, may be had at Dodd's Express Office, 944 Broadway, near Twenty-third Street, and at Cortlandt Ferry Ticket Office, New York; No. 828 Chestnut Street, in Continental Hotel, Phila.; at No. 123 Baltimore St., Balt.; and at No. 406 Pennsylvania Avenue, Washington.

Through Conductors or Baggage Agents, will accompany the through trains to afford every attention to passengers, in providing seats, information as to connecting lines, city cars and other conveyances, care of baggage, &c. Through colored porters will attend to the comfort of passengers, keep the cars cleanly and to do other offices that may be appropriately required of them, and without fee.

In order to secure PROMPT DELIVERY OF BAGGAGE IN NEW YORK arriving by the Washington trains, Dodd's Express Agents will acompany the night trains through from Washington, and collect checks before passengers retire for sleep.

Any difficulty experienced by travelers in using the line, and especially *any neglect or want of care or civility* on the part of any person connected with its operation, should be at once made known by letter, with date, train and other particulars, addressed to the General Manager.

W. P. SMITH, Gen. Manager, Washington.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILWAY.

ISAAC HINCKLEY, Pres.; H. F. KENNEY, Supt.; A. HORNER, Sec. and Treas; CHAS. K. IDE, Master Trans.; and GEO. A. DADMUN, Gen. Ticket Agent, Philadelphia, Pa. [*Nov.* 23.

Philadelphia to Baltimore.							STATIONS.	Baltimore to Philadelphia.						
Exp.	Exp.	Exp.	Exp.	Mail.	Acc.	Mls.		Mls.	Mail.	Exp.	Exp.	Acc.	Exp.	Exp.
A.M.	P. M.	P. M.	NOON	A. M.	A.M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.	P.M.	A. M.
	11 30	4 00	12 00	8 30		0	...**Philadelphia** [1]...	98	11 45	1 20	6 29		11 30	
12 25				8 42		2	....Gray's Ferry [2]....	96	11 33					2 14
		4 40		9 12		14	.....Chester.....	84	11 08		5 51		10 53	
		4 45		9 18		16	..... Thurlow	82	11 01				10 47	
		4 50		9 24		18	.....Linwood.....	80	10 56				10 42	
		4 56		9 30		20	.....Claymont.....	78	10 50				10 37	
1 30	12 49	5 27	1 05	10 02		28	... **Wilmington** [3]...	70	10 30	12 20	5 14		10 20	1 14
		5 38		10 15		32	..... Newport	66	10 13				10 00	
		5 43		10 22		34	.....Stanton.	64	10 08				9 56	
		5 55		10 36		40	..... Newark... ...	58	9 55		4 40		9 44	
		6 07		10 50		46	.....Elkton	52	9 41		4 28		9 32	
		6 19		11 04		52	.....Northeast.....	46	9 26		4 16		8 20	
		6 25		11 11		55	.....Charlestown.....	43	9 20				9 15	
2 39	2 00	6 39	2 13	11 29	6 47	61	.....Perryville [4].....	37	9 06	11 06	4 00	6 55	9 02	11 58
2 46	2 07	6 46	2 20	11 38	6 56	62	..**Havre de Grace**..	36	8 57	10 58	3 51	6 48	8 53	
		6 57		11 50	7 09	67	.....Aberdeen.....	31	8 46			6 33	8 42	
		7 04		11 58	7 17	71	....Perrymansville...	27	8 39			6 24	8 36	
		7 16		12 12	7 32	77	.....Edgewood.....	21	8 27			6 08		
		7 21		12 18	7 38	79	. .....Magnolia	19	8 22		3 19	6 02	8 19	
		7 32		12 31	7 52	83	.....Chase's.....	15	8 08			5 47		
		7 42		12 43	8 05	89	....Stemmer's Run ...	9	7 57			5 34		
4 15	3 30	8 09	3 45	1 15	8 37	98	.....**Baltimore** [5]....	0	7 25	9 35	2 25	5 00	7 25	10 25
A.M.	A. M.	P. M.	P. M.	P. M.	A.M.		ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Fares.—Through Fare, $3 25. Way Fares, about 4 cents per mile (*Delaware State tax included.*)

Accommodation Trains.—Leave Philadelphia for Wilmington at 11 00 a. m., and 2 30, 5 00 & 7 00 p. m. Leave Wilmington for Philadelphia at 7 00 & 8 10 a. m., and 1 30, 4 15 & 7 00 p. m.

Sunday Trains.—Leave Philadelphia for Baltimore and Washington at 11 30 p. m.; for Wilmington at 11 30 p. m. Leave Baltimore for Philadelphia at 7 30 p. m.; Wilmington for Philadelphia at 7 00 p. m.

1 Connects with roads diverging from Philadelphia.
2 Through trains to and from New York connect with Junction Railway.
3 Connects with Delaware Railway Line.
4 Connects with Port Deposit Branch Railway.
5 Connects with Baltimore & Ohio Railway for all points South and West, and with "Bay Line Steamers" for Norfolk, and all points South.

DELAWARE RAILWAY LINE.

[*Oct.* 5.

Southward Trains.				STATIONS.		Northward Trains.		
Mxd	Pass.	Mail.	Mls.	LEAVE ARRIVE	Mls.	Mail.	Pass.	Mxd.
A. M.	P. M.	A. M.				P. M	A. M.	P. M.
4 00	6 25	10 10	0	..**Wilmington** [1]..	135	4 05	10 15	9 50
4 50	6 45	10 30	6	.... New Castle	129	3 45	9 55	9 20
	7 15	11 00	16	....St. George's ...	119	3 10	9 25	
	7 30	11 15	21	....Mt. Pleasant...	114	2 55	9 10	
6 40	7 50	11 35	25	...**Middletown**...	110	2 45	9 00	7 40
	8 00	11 45	29	.....Townsend...	106	2 30	8 40	
7 30	8 20	12 05	37	..... Clayton [2].....	98	2 05	8 20	6 25
	8 30	12 15	38	arr.. **Smyrna** ..l've		1 50	8 05	
8 50	8 55	12 40	48	.....**Dover**	87	1 30	7 50	5 35
10 05	9 30	1 20	58	..... Felton.....	77	12 50	7 15	4 00
10 30	9 45	1 40	64	.... Harrington [3]...	71	12 35	7 00	3 20
		2 35	84	.....Seaford	51	11 30		
		3 10	97	..... Delmar	38	10 45		
		3 45	103	...**Salisbury** [4]....	32	10 30		
		4 10	107	.....Forktown	28	10 00		
		5 15	116	..**Princess Anne**..	19	9 10		
		5 40	121	..... Westover	14	8 30		
		6 20	129	.....Marion.....	6	7 40		
		6 45	135	.....**Crisfield** [5]....	0	7 00		
A. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.

Delaware Railway.

S. M. FELTON, Pres., Thurlow, Pa. E. Q. SEWALL, Supt., Wilmington, Del.

Eastern Shore Railway,

J. W. CRISFIELD, Pres., Princess Anne, Md.

CONNECTIONS.

1 Connects with Phila., Wilmington & Baltimore Railway.
2 Connects with Maryland & Delaware R'way for Greensborough, Md. (23 miles), and intermediate stations; also with Branch to Smyrna (1½ miles).
3 Connects with Junction & Breakwater R'way to Milford (9 mls.), and Georgetown (25 miles).
4 Connects with Wicomico & Pocomoke R'way for Berlin (23 mls.)
5 Connects with Steamers for Fort Monroe, Portsmouth, and Norfolk; also for Eastern Shore of Virginia.

STATEN ISLAND RAILWAY.

JACOB H. VANDERBILT, President; JOHN W. WILBUR, Supurintendent; and A. F. OCKERSHAUSEN, Treasurer, New York. [*Dec.* 1.

Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Mls.	STATIONS.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
		P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
		6 00	4 00	1 00	9 00	7 00		**New York,** *Ft. Whitehall st.*		8 40	9 40	10 40	2 40	4 40	7 30
		6 50	4 45	1 45	10 00	8 00	0	.Vanderbilt Landing.		7 50	8 50	9 50	1 45	3 50	6 40
		7 00	4 55	1 55	10 10			.....Garretson's.....		7 39	8 39	9 39	1 34	3 39	6 29
		7 04	4 59	1 59	10 14	8 12		.....New Dorp.....		7 35	8 35	9 35	1 30	3 35	6 25
		7 08	5 03	2 03	10 18			.....Richmond.....		7 31	8 31	9 31	1 26	3 31	6 21
		7 13	5 08	2 08	10 23	8 18		.....Gifford's.....		7 27	8 27	9 27	1 22	3 27	6 17
		7 17	5 12	2 12	10 27	8 22		.....Eltingville.....		7 24	8 24	9 24	1 19	3 24	6 14
		7 20	5 15	2 15	10 30	8 27		..... Annadale		7 21	8 21	9 21	1 16	3 21	6 11
		7 24	5 19	2 19	10 34	8 31		..... Huguenot.....		7 18	8 18	9 18	1 13	3 18	6 08
		7 27	5 22	2 22	10 37	8 34		....Prince's Bay....		7 15	8 15	9 15	1 10	3 15	6 05
		7 30	5 25	2 25	10 40	8 37		...Pleasant Plains...		7 12	8 12	9 12	1 07	3 12	6 02
		7 34	5 29	2 29	10 44	8 40		..Richmond Valley..		7 09	8 09	9 09	1 04	3 09	5 59
		7 40	5 35	2 35	10 50	8 45	13	....**Tottenville**....		7 05	8 05	9 05	1 00	3 05	5 55
		P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Fare from Vanderbilt Landing to Tottenville, 25 cents.

Sundays.—Leave New York at 9 00 a.m., and 1 00 & 4 00 p.m. Leave Tottenville at 7 00, 9 00 & 11 00 a.m., and 1 00, 4 00 & 6 00 p.m.

Perth Amboy.—Steamer runs daily between Perth Amboy and Tottenville, connecting with trains to and from New York.

NEWARK & BLOOMFIELD RAILWAY.

IRA DODD, Pres., Bloomfield, N. J. A. P. BERTHOUD, Supt., Hoboken, N. J. [*Nov.* 23.

Trains leave Newark for Roseville, Watsessing, Bloomfield, and Montclair, at 6 45, 7 45, 9 10 & 11 40 A. M., and 2 40, 4 30, 5 50 & 6 50 P. M.

Returning, leave Montclair at 6 30, 7 30, 8 25 & 10 35 A. M., and 1 05, 3 35, 5 10 & 6 30 P. M.

Trains leave New York, foot of Barclay Street, via Morris & Essex Railway, at 8 30 & 11 00 A. M., and 2 00, 3 50, 5 10 & 6 10 P. M.

Distance, New York to Montclair, 15 miles.

BROOKLYN, BATH & CONEY ISLAND RAILWAY.

C. GODFREY GUNTHER, Pres., New York. HENRY VAN SINDEN, Supt. [*Sept.* 3.

Trains leave Greenwood at 8 00, 9 00, 9 40, 10 20, 11 00 & 11 40 a.m., and 12 20, 1 00, 1 40, 2 20, 3 00, 3 40, 4 20, 5 00, 5 40, 6 20, 7 00 & 8 00 p.m.

Leave Coney Island at 7 00, 8 00, 8 40, 9 20, 10 00, 10 40 & 11 20 a.m., 12 m., and 12 40, 1 20, 2 00, 2 40, 3 20, 4 00, 4 40, 5 20, 6 00 & 7 00 p.m.

TROY & GREENBUSH RAILWAY.

Local Trains leave Albany for Troy at 7 25 & 10 20 a. m., and 12 10, 2 45, 4 00, 5 30 & 6 10 p. m.

Leave Troy for Albany at 6 10, 9 25 & 11 20 a. m., and 1 45, 3 10, 4 20 & 5 10 p. m.

Distance, 6 miles Fare, 12 cents.

ADIRONDACK COMPANY'S RAILWAY.

S. M. SEYMOUR, Agent for Trustees, Saratoga Springs, N. Y. [*July* 6.

Going North.				Going South.	
Pass.	Pass.	Mls.	STATIONS.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE	A. M.	P. M.
7 30	10 00		... **Saratoga** [1]...	7 25	5 00
7 50	10 20		....Greenfield....	7 05	4 40
8 05	10 35		.....King's.....	6 50	4 25
8 15	10 50		..South Corinth..	6 40	4 10
8 25	11 10		.Jessup's Landing.	6 30	3 50
8 40	11 30		.....**Hadley**....	6 15	3 30
P. M.	A. M.		ARRIVE LEAVE	A. M.	P. M.

[1] Connects with Rensselaer & Saratoga Railway.

HUDSON & BOSTON RAILWAY.

C. O. RUSSELL, Gen. Supt., Springfield, Mass.

Stations—Hudson, Claverack, Mellenville, Pulvers, Ghent, and Chatham.

Trains leave Hudson for Chatham at 6 15 & 9 00 A. M., and 12 15, 2 30 & 4 15 P. M.

Leave Chatham for Hudson at 8 50 A. M., and 12 30, 1 05, 4 00 & 4 20 P. M.

Connects at Hudson with Hudson River Railway. At Chatham, with Boston & Albany Railway; and Harlem Railway for New York. [*Nov.* 23.

DELAWARE, LACKAWANNA & WESTERN RAILWAY.

Hon. Samuel Sloan, Pres.; Percy R. Pyne, Vice-Pres.; A. J. Odell, Treas.; and C. E. Carryl, Sec., New York City. ——, Gen. Supt., Scranton, Pa. W. R. Humphrey, Supt. Cayuga Division, Ithaca, N. Y. R. A. Henry, Gen. Freight and Ticket Agent, Scranton, Pa. [*Nov.* 28, 1868.

CONNECTIONS.

[1] At New Hampton, with New Jersey Central Railway.
[2] At Washington, with Morris & Essex Railway to and from N. York.
[3] At Manunka Chunk, with Belvidere Delaware Railway to and from Philadelphia, Trenton, &c.
[4] At Scranton, with Lackawanna & Bloomsburg Railway for Pittston, Wyoming, &c.; and Delaware & Hudson R'way for Archbald, &c.
[5] At Great Bend, with Erie Railway to and from Binghamton, &c.

☞ Passenger Station, via New Jersey Central Railway, foot of Liberty Street; via Morris & Essex Railway, foot of Barclay St., N. York.

Dinner for early and supper for late trains at Delaware Station.

CAYUGA DIVISION.—*Nov.* 28.

From Owego to Ithaca. — Mail Train leaves Owego at 6 20 A. M.

Passenger Train leaves Owego at 5 40 P. M.

From Ithaca to Owego.—Passenger Train leaves Ithaca at 9 15 A. M.

Mail Train leaves Ithaca 5 30 P. M.

Connects at Owego with Erie Railway; at Ithaca, with Steamers on Cayuga Lake.

Westward Trains.					Eastward Trains.		
Pass.	Pass.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Pass.	Pass.
		A. M.		LEAVE ARRIVE		P. M.		
		9 00	0	....**New York**....	190	4 45		
		11 15	59	.**New Hampton** [1].	131	2 35		
		11 30	65	..**Washington** [2]..	125	2 21		
		11 47	68	..... Oxford	122	2 05		
		11 57	73	.... Bridgeville.....	117	1 55		
		12 05	75	.**Manunka Chunk** [3]	115	1 45		
		12 30	77	..... Delaware	113	1 40		
		12 40	80	...Mount Bethel...	110	1 15		
		12 55	85	.....Water Gap.....	105	1 00		
		1 10	89	....Stroudsburg....	101	12 46		
		1 20		....Spragueville....		12 36		
		1 30	97	.....Henryville.....	93	12 26		
		1 48	102	.....Oakland.....	88	12 09		
		2 05		..... Forks.....		11 51		
A. M.		2 26	115	.....Tobyhanna	75	11 32		P. M.
9 15		2 40	121	....Gouldsboro'	69	11 19		5 15
9 50		3 02	129	.....Moscow.....	61	10 55		
10 05		3 13	132	..... Dunning	58	10 45		
10 25	A. M.	3 25		.....Greenville.....		10 33	P. M.	
10 55	10 30	3 55	142	....**Scranton** [4]....	48	10 15	6 30	2 45
A. M.	11 00	4 17	149	..Clark's Summit..	41	9 48	6 05	P. M.
	11 10	4 25	152	.....Abington.....	38	9 40	5 50	
	11 30	4 41	157	....Factoryville....	33	9 24	5 25	
	12 00	5 01	163	.....Nicholson.....	27	9 00	5 01	
	12 25	5 23	169	.... Hopbottom	21	8 43	4 20	
	12 55	5 45	176	..... Montrose	14	8 20	3 50	
	1 20	6 06	183	...New Milford....	7	7 59	3 20	
	1 50	6 25	190	...**Great Bend** [5]...	0	7 40	2 50	
	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	

NEW YORK & FLUSHING RAILWAY.

Orange Judd, Pres.; H. C. Poppenhusen, Treas.; and S. F. Gooding, Supt., James Slip Ferry, N. Y.

(*N. Y. Depot—James Slip and 34th Street Ferry.*) [*Oct.* 12.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	STATIONS.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.
P.M.	P.M.	P.M.	P.M.	M.	A.M.	A.M.	A.M.	A.M.	LEAVE ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
6 30	5 30	4 30	2 30	12 00	10 00	8 30	7 25	6 15	**Hunter's Point**	6 05	7 20	8 25	9 25	11 25	1 25	3 55	5 25	6 25
6 36			2 36	12 06	10 06		7 31	6 21	Calvary Cemetery	5 59	7 14			11 19	1 19	3 49		6 19
6 43	5 42	4 42	2 43	13 13	10 13	8 42	7 38	6 28	.....Winfield.....	5 52	7 07	8 12	9 12	11 12	1 12	3 42	5 12	6 12
6 45	5 44	4 44	2 45	12 15	10 15		7 40	6 31	.....Newtown....	5 50	7 05	8 10	9 10	11 10	1 10	3 40	5 10	6 10
6 49		4 48	2 49	12 19	10 19		7 44	6 35	..West Flushing..	5 47	7 02	8 07		11 07	1 07	3 37		6 07
6 57	6 00	5 00	2 57	12 27	10 30	8 55	7 52	6 45	.... **Flushing**....	5 40	6 55	8 00	9 00	11 00	1 00	3 30	5 00	6 00
	6 07	5 07			10 37		8 07		.... Broadway....			7 48	8 48		12 48			5 48
	6 13	5 13			10 43		8 13		.....Bay Side.....			7 43	8 43		12 43			5 43
	6 20	5 20			10 50		8 20		... Little Neck ...			7 35	8 35		12 35			5 35
	6 25	5, 25			10 55		8 25		..**Great Neck**..			7 30	8 30		12 30			5 30
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	ARRIVE LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

Additional Trains leave Hunter's Point for Flushing at 7 50 & 10 40 p.m. Leave Flushing for Hunter's Point at 7 15 & 9 40 p.m.

On Monday, Wednesday, and Saturday nights a train leaves Flushing at 11 15 p. m., and Hunter's Point at 12 10 a. m.

Sunday Trains.—Leave Hunter's Point for Flushing and Great Neck at 9 00 a. m., and 1 10 & 5 40 p. m. Returning, leave Great Neck at 8 30 a. m., 12 00 m., and 4 30 p. m., and Flushing at 9 00 a.m., and 12 30 & 5 00 p.m.

LONG ISLAND RAILWAY.

OLIVER CHARLICK, President, New York. I. D. BARTON, Supt., Hunter's Point. [*Oct.* 26.

Sund	Pass.	Pass.	Exp.	Pass.	Mail.	Mls.	STATIONS.	Pass.	Pass.	Exp.	Mail.	Pass.	Sund
A.M.	P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	5 30	4 00	3 00	10 00	8 30		**New York,** ...James Slip...	8 30	9 30	11 00	3 25	5 30	
8 45	5 45	4 15	3 15	10 15	8 45		34th Street, E.R.	8 15	9 15	10 45	3 05	5 15	5 25
9 00	6 00	4 30	3 30	10 30	9 00	0	...Hunter's Point...	8 00	9 00	10 30	2 52	5 00	5 10
9 10	6 10	4 40		10 40	9 10	3	.....Woodside.....	7 49	8 50		2 40	4 48	5 00
9 15	6 14	4 44	3 40	10 44	9 14	4	.....Winfield.....	7 46	8 47	10 20	2 38	4 44	4 55
9 32	6 30	5 00	4 00	11 00	9 30	10	.....**Jamaica**.....	7 32	8 32	10 05	2 20	4 20	4 35
9 38	6 35					11	....Willow Tree....	7 26					4 30
9 44	6 40	5 10		11 10	9 38	13	..... Queen's.....	7 23	8 23		2 09	4 08	4 25
9 54	6 50	5 20		11 20	9 50	16½	.....Hyde Park.....	7 15	8 14		1 59	3 58	4 15
10 04	7 00	5 30	4 25	11 30	10 00	19	.....Mineola.....	7 06	8 05	9 40	1 49	3 51	4 05
	7 12	5 42	4 37	11 42	10 12	21½	...**Hempstead**...	6 50	7 53	9 28	1 37	3 43	
10 20		5 45		11 45		23½	.....Rosyln.....		7 50			3 40	3 50
10 30		5 55		11 55		25½	.....Glen Head.....		7 37			3 30	3 40
10 40		6 05		12 05		27½	....**Glen Cove**....		7 25			3 20	3 30
10 14	7 10	5 40		11 40	10 10	22	.....Westbury.....	6 57	7 55		1 39	3 42	3 55
10 24	7 20	5 50	4 42	11 50	10 20	25	.....Hicksville.....	6 48	7 45	9 21	1 29	3 33	3 45
10 36	: :	6 03	: :	12 03	: :	29	.....Syosset.....	: :	7 32	: :	: :	3 21	3 33
10 52	: :	6 18	: :	12 18	: :	34½	.....Huntington....	: :	7 16	: :	: :	3 06	3 16
11 00	: :	6 28	: :	12 28	: :	37	.....Centerport.....	: :	7 08	: :	: :	2 58	3 08
11 10	: :	6 35	: :	12 35	: :	40	....**Northport**....	: :	7 00	: :	: :	2 50	3 00
	7 29		4 51		10 30	28	....Jerusalem.....	6 39		9 12	1 19		
	*7 36		4 58		10 38	30	....Farmingdale.....	†6 33		9 05	1 11		
			5 15		10 56	36	.....Deer Park.....			8 46	12 53		
			5 28		11 08	40	.....Thompson.....			8 34	12 40		
			5 35		11 16	42½	....**North Islip**....			8 26	12 32		
			5 49		11 32	48	.....Lakeland.....			8 12	12 16		
			5 55		11 40	50	..... Holbrook			8 06	12 09		
			6 01		11 45	52	.....Waverly.....			8 00	12 01		
			6 07		11 54	54	.....Medford.....			7 54	11 54		
			6 13		12 01	56½	.....Bellport.....			7 47	11 47		
			6 20		12 08	59	.....Yaphank.....			7 40	11 40		
			6 38		12 26	65	.....Manor.....			7 23	11 24		
			‡7 00		12 51	73	....**Riverhead**....			§7 00	11 00		
					1 06	78	.....Jamesport.....				10 45		
					1 18	82	.....Mattituck.....				10 38		
					1 28	85	.....Cutchogue.....				10 29		
					1 38	88	.....Hermitage.....				10 19		
					1 46	90	.....Southold.....				10 12		
					2 00	94	....**Greenport**....				10 00		
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		ARRIVE LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

* Runs to North Islip on Saturdays. † Leaves North Islip at 6 00 a.m., Mondays.
‡ Runs to Greenport on Saturdays. § Leaves Greenport at 6 00 a.m., Mondays.

BROOKLYN CENTRAL & JAMAICA RAILWAY.

I. D. BARTON, Supt., Hunter's Point. [*Oct.* 26.

Pass.	Exp.	Exp.	Pass.	Mail.	Acc.	Mls.	STATIONS.	Pass.	Pass.	Exp.	Mail.	Exp.	Mxd.
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
6 05	4 42	3 30	10 35	9 05	8 03	0	.**East New York**.	8 00	9 00	10 30	2 45	4 40	6 03
6 10		3 35	10 40	9 10	8 06		..Cypress Avenue..	7 55	8 55	10 26	2 40		5 56
6 13		3 38	10 42	9 12			... Union Course ...	7 50	8 50	10 23	2 36		5 53
6 16		3 41	10 45	9 15	8 12		.....Woodhaven....	7 48	8 48	10 20	2 33		5 50
6 18		3 45	10 47	9 17			....Clarenceville....	7 45	8 45	10 16	2 29		5 45
6 22		3 48	10 50	9 20	8 15		..Leffert's Avenue..	7 40	8 40	10 13	2 26		5 40
6 25		3 53	10 55	9 25	8 20		.Van Wyck Avenue.	7 35	8 35	10 10	2 23		5 35
6 30	5 00	4 00	11 00	9 30	8 25	11	arr..**Jamaica**..l've	7 32	8 32	10 05	2 20	4 20	5 30

Sunday Trains. { Leave East New York at 9 00, 10 00 & 11 00 a.m., and 3 15 & 5 00 p.m.
Leave Jamaica at 8 30, 9 35 & 10 30 a.m., and 2 45 & 4 35 p.m.

NEW YORK & NEW HAVEN RAILWAY.

Hon. Wm. D. Bishop, President, New York. James H. Hoyt, Superintendent, New York. [*Jan.* 11.

New York to New Haven.

Mail.	Stamford Special.	Accom.	Stamford Special.	Local Express.	Accom.	Boston Express.	Boston Express.	Accom.	Boston Express.	Accom.	Miles.	STATIONS.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE
											0	**N. Y. City Hall** *
8 00	6 30	5 30	4 45	4 25	3 45	3 00	12 15	11 30	8 00	7 00	2	.Twenty-seventh st.
8 08	6 38	5 39	4 53	4 33	3 54	3 08	12 23	11 38	8 08	7 08	3	.. Forty-second st ..
											8	.....Harlem.....
	7 09	6 10	5 24		4 25			12 09		7 39	14	.Williams' Bridge[1].
	7 17	6 17	5 31		4 32			12 16		7 46	17	...Mount Vernon...
	7 26	6 28	5 40		4 42			12 24		7 55	20	...New Rochelle...
	7 36	6 38	5 50		4 52			12 34		8 04	24	....Mamaroneck....
	7 45	6 48	6 00		5 02			12 44		8 13	27	.....Rye.....
	7 50	6 53	6 05		5 07			12 49		8 17	29	....Port Chester....
	7 57	7 01	6 12		5 15			12 56		8 24	31	.... Greenwich ....
	8 02	7 07	6 18		5 21			1 01		8 29	32	.....Cos Cob.....
9 30	8 10	7 17	6 27	5 52	5 32	4 22	1 41	1 11	9 26	8 39	37	....**Stamford**.....
	P. M.	7 29	P. M.	6 04	5 44			1 23		8 50	41	..... Darien.....
9 49		7 37		6 12	5 52	4 40	1 59	1 31	9 44	8 58	45	....**Norwalk**[2]....
		P. M.		6 21	6 01			1 40		9 08	48	..... Westport .....
				6 31	6 11			1 50		9 18	52	.....Southport .....
				6 36	6 16			1 55		9 23	54	..... Fairfield.....
10 33			Acc.	6 49	6 30	5 13	2 32	2 09	10 15	9 37	59	...**Bridgeport**[3]...
			A. M.	6 58	6 40			2 17		9 45	62	..... Stratford .....
			8 25	7 03						9 52	64	..Naug. R. R. Junc..
			8 34		6 52			2 29		10 00	67	..... Milford .....
			8 52	7 10							74	....West Haven....
11 10			9 00	7 30	7 12	5 50	3 10	2 50	10 50	10 20	76	...**New Haven**[4]...
P. M.			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE LEAVE

New Haven to New York.

Miles.	Mail.	Norwalk Special	Local Express.	Accom.	Local Express.	Accom.	Boston Express.	Norwalk Special.	Boston Express.	Accom.	Boston Express.
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
76											
74	5 30	8 00	9 30	11 25	12 55	3 20	4 55	5 20	7 20	8 10	11 20
73	5 24	7 52	9 22	11 18	12 47	3 12	4 48	5 14	7 14	8 04	11 12
68											
62		7 22		10 50		2 41		4 44		7 34	
59		7 14		10 43		2 33		4 38		7 28	
56		7 06		10 34		2 24		4 29		7 20	
52		6 57		10 25		2 14		4 20		7 11	
49		6 48		10 15		2 04		4 11		7 02	
47		6 43		10 10		1 59		4 06		6 57	
45		6 36		10 02		1 51		3 59		6 50	
44		6 31		9 56				3 55		6 45	
39	4 08	6 21	8 06	9 47	11 30	1 38	3 32	3 46	6 00	6 37	9 56
35		6 09	7 54	9 33		1 26		3 34		6 25	
31	3 47	6 00	7 46	9 25	11 10	1 18	3 12	3 25	5 39	6 17	9 37
28		A.M.	7 37	9 17		1 09		P. M.		6 08	
24			7 26	9 07		12 59				5 58	
22			7 21	9 03		12 54				5 53	
17	3 16		7 08	8 49	10 32	12 40	2 40	Acc.	5 05	5 40	9 05
14			7 00	8 41		12 31		P.M.		5 32	
12				8 35	10 16			7 03		5 27	
9			6 49	8 29		12 19		6 55		5 19	
2						12 05		6 36			
0	2 40		6 30	8 10	9 50	12 00	2 05	6 30	4 30	5 00	8 30
	A. M.		A.M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.

Additional Trains.—Accom. Train leaves New York for Stamford at 2 15 P. M. Leave Stamford for New York at 5 00 & 8 15 A. M. Leave New York for Norwalk at 9 00 A. M. Leave Norwalk for New York at 6 45 a.m. Leave Stamford for New Haven at 6 20 A. M.

Through Fare, $2 25. *Way Fares, about* 3 *cents per mile.* Discount made to passengers procuring Tickets before taking seats in the cars.

The Boston Express Train which leaves New York at 8 00 A. M., arrives at Boston at 5 05 P. M.; the 3 00 P. M. arrives at Boston at 11 50 P. M. A Mail & Express Train leaves New York at 8 00 P. M., and arrives at Boston 6 00 next morning.

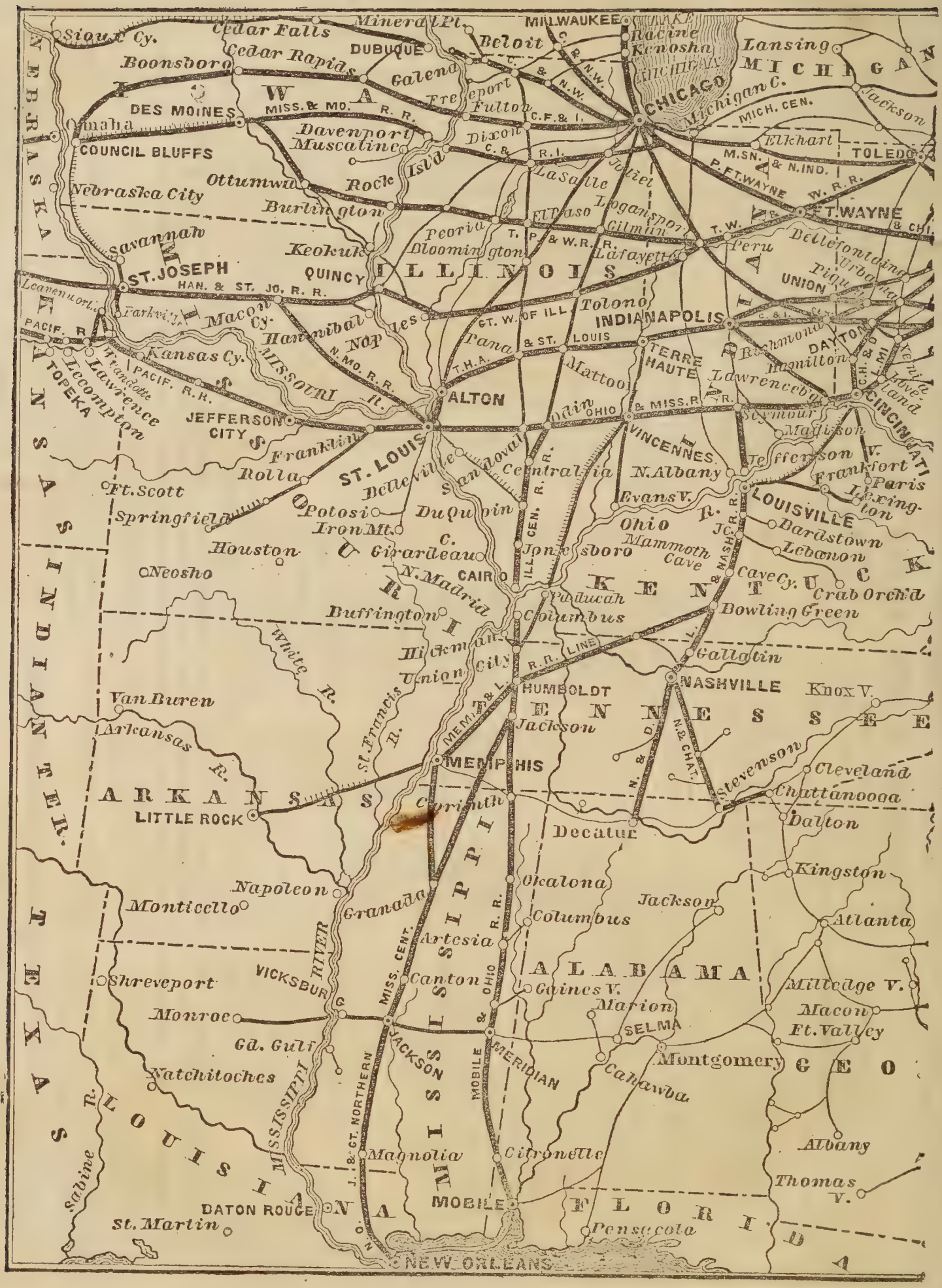
* Passengers take city cars, opposite Astor House, 30 minutes earlier than time given above for leaving New York.

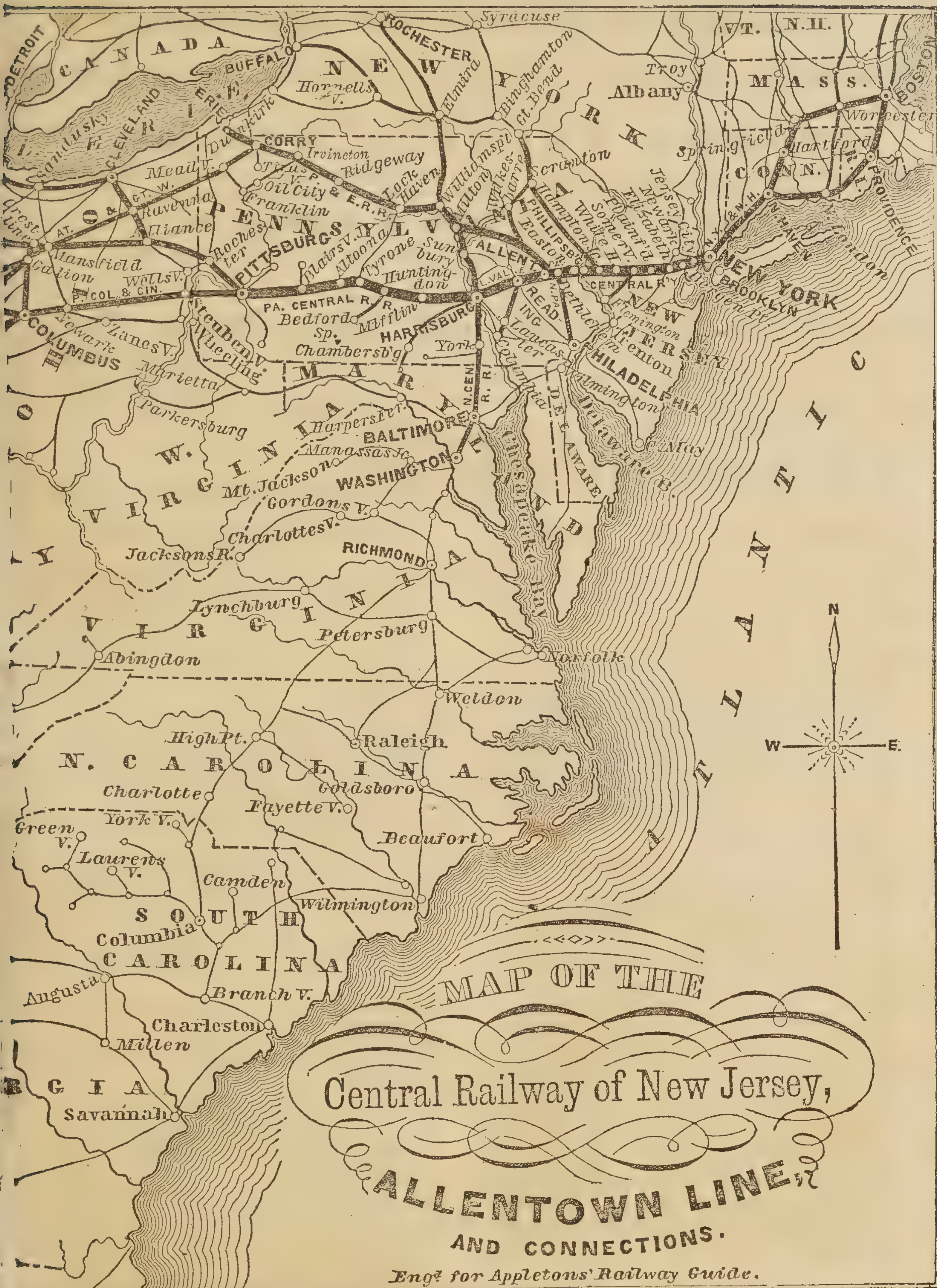
[1] New York & New Haven Railway diverges from New York & Harlem Railway.

[2] Junction of Danbury & Norwalk Railway.

[3] Connects with Naugatuck and Housatonic Railways; also, by Steamboat with New York.

[4] Connects with New Haven & New London Railway.
[4] " " New Haven, Hartford & Springfield R'way.
[4] " " New Haven & Northampton Railway.
[4] " " Steamboats for New York daily.


Sioux Cy.
Cedar Falls
Mineral Pt.
MILWAUKEE
Beloit
Racine
Kenosha
Lansing
MICHIGAN
Boonsboro
Cedar Rapids
DUBUQUE
Galena
Freeport
Fulton
CHICAGO
Michigan C.
MICH. CEN.
Jackson
IOWA
DES MOINES
MISS. & MO. R. R.
Davenport
Muscatine
Dixon
C. F. & I.
Omaha
COUNCIL BLUFFS
Elkhart
M. SN. & N. IND.
TOLEDO
Ottumwa
Rock Isl'd
LaSalle
Joliet
Nebraska City
Burlington
Logansport
El Paso
Gilman
P. FT. WAYNE & W. R. R.
FT. WAYNE
Savannah
Peoria
Bloomington
T. P. & W. R. R.
Lafayette
Peru
Bellefontaine
Urbana
Piqua
Keokuk
QUINCY
ILLINOIS
UNION
ST. JOSEPH
HAN. & ST. JO. R. R.
Leavenworth
Tolono
INDIANAPOLIS
Macon Cy.
Hannibal
Naples
GT. W. OF ILL.
Pana
& ST. LOUIS
TERRE HAUTE
Richmond
DAYTON
Hamilton
Kansas Cy.
MISSOURI
N. MO. R. R.
T. H. A.
Mattoon
Lawrenceburg
Lecompton
Lawrence
TOPEKA
JEFFERSON CITY
ALTON
Indian
OHIO & MISS. R. R.
Seymour
CINCINNATI
Madison
Franklin
ST. LOUIS
Rolla
Belleville
Sandoval
Centralia
VINCENNES
N. Albany
Jeffersonville
Frankfort
Paris
Lexington
Ft. Scott
Springfield
Potosi
Iron Mt.
Du Quoin
Evans V.
LOUISVILLE
Ohio R.
Bardstown
Lebanon
Houston
Girardeau
Jonesboro
Mammoth Cave
Neosho
N. Madrid
CAIRO
ILL. CEN. R. R.
KENTUCKY
Cave Cy.
Crab Orchard
Buffington
Paducah
Columbus
Bowling Green
White R.
Hickman
Union City
R. R. LINE
Gallatin
NASHVILLE
Knox V.
Van Buren
Arkansas R.
St. Francis R.
HUMBOLDT
MEM. T. & L.
Jackson
TENNESSEE
MEMPHIS
N. & D.
N. & CHAT.
Stevenson
Cleveland
Chattanooga
ARKANSAS
LITTLE ROCK
Corinth
Decatur
Dalton
Kingston
Napoleon
Monticello
Granada
Okalona
Jackson
Columbus
Atlanta
Artesia
MISS. CENT.
R. R.
ALABAMA
Shreveport
VICKSBURG
Canton
Gaines V.
Milledge V.
Monroe
Marion
Macon
SELMA
Ft. Valley
Ga. Gulf
Natchitoches
JACKSON
MERIDIAN
MOBILE & OHIO
Montgomery
GEO
Cahawba
LOUISIANA
J. & CT. NORTHERN
Magnolia
Citronelle
Albany
Thomas V.
Sabine R.
DATON ROUGE
MOBILE
FLORIDA
St. Martin
Pensacola
NEW ORLEANS


MAP OF THE
Central Railway of New Jersey,
"ALLENTOWN LINE,"
AND CONNECTIONS.
Engd for Appletons' Railway Guide.
CANADA
NEW YORK
PENNSYLVANIA
NEW JERSEY
MARYLAND
W. VIRGINIA
VIRGINIA
N. CAROLINA
SOUTH CAROLINA
DELAWARE
MASS.
CONN.
VT.
N.H.
ATLANTIC
DETROIT
BUFFALO
ROCHESTER
Syracuse
Hornells V.
Elmira
Binghamton
Gt. Bend
Albany
Troy
Springfield
Hartford
Worcester
BOSTON
PROVIDENCE
N. London
N. Haven
CLEVELAND
Sandusky
Dunkirk
CORRY
Irvineton
Ridgeway
Lock Haven
Williamspt
Milton
Wilkes Barre
Scranton
Oil City & E.R.R.
Titusv.
Franklin
Meadv.
Ravenna
Alliance
Mansfield
Galion
Crestline
Wellsv.
Rochester
PITTSBURGS
Blairsv.
Altoona
Tyrone
Sunbury
Huntingdon
ALLENT
Easton
PHILLIPSBG
Hampton Jc.
White H.
Somerv.
Plainfd
Elizabeth
Newark
Jersey City
N.Y.
NEW YORK
BROOKLYN
Bergen Pt.
CENTRAL R'Y
Flemington
Trenton
PHILADELPHIA
Wilmington
C. May
Delaware B.
P. COL. & CIN.
COLUMBUS
Newark
Zanesv.
Steubenv.
Wheeling
Marietta
Parkersburg
PA. CENTRAL R.R.
Bedford Sp.
Mifflin
HARRISBURG
Chambersb'g
York
Lancaster
Columbia
READING
Bethlehem
L. VAL.
N. CEN. R.R.
BALTIMORE
Harpers Fer.
Manassas Jc.
WASHINGTON
Mt. Jackson
Gordons V.
Charlottesv.
Jacksons R.
RICHMOND
Chesapeake Bay
Lynchburg
Petersburg
Norfolk
Abingdon
Weldon
High Pt.
Raleigh
Goldsboro
Fayette V.
Charlotte
York V.
Beaufort
Green V.
Laurens V.
Camden
Wilmington
Columbia
Branch V.
Augusta
Charleston
Millen
Savannah
N
W
E

IMPORTANT TO WESTERN TRAVELERS.

THREE DAILY EXPRESS TRAINS FOR THE WEST, BY THE ALLENTOWN ROUTE.

On and after November 23, 1868,

THREE EXPRESS TRAINS

Will leave NEW YORK daily (Sundays excepted), via *Central Railway of New Jersey*, and ALLENTOWN LINE, leaving *Pier* 15, *foot of Liberty Street, North River*, at

9 00 a. m. and 5 00 & 8 00 p. m.

On Sundays, one Express Train at 8 00 p. m.

☞ PASSENGERS BY THIS ROUTE

Save 60 to 130 Miles, and Three Hours' Time,

Over other Lines, with but ONE CHANGE OF CARS TO CHICAGO OR CINCINNATI, and but TWO TO ST. LOUIS.

☞ Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City.

FARE ALWAYS AS LOW AS BY OTHER LINES.

☞ **State-room Sleeping Cars on Night Trains.**

☞ ***Silver Palace Cars through from New York to Chicago with 9 00 a. m. Train.***

TRAINS FROM NEW YORK.

(*Leave New York from foot of Liberty st., N. R.*)

7 00 a. m.—*Mauch Chunk Line*—arrives in Mauch Chunk 12 NOON, and W'msport 6 30 P.M.

8 30 a. m., *Lackawanna Express*, for Water Gap, Scranton, and Great Bend.

9 00 a. m., *Morning Express*, for the West, connecting at Easton for Bethlehem and Allentown; at Phillipsburg for Mauch Chunk and Wilkesbarre; at Harrisburg with Pennsylvania R'way; at Pittsburg for Chicago, Cincinnati, St. Louis, &c.; without change of cars to Pittsburg, and but one change to Cincinnati or Chicago. *This train leaves New York* TWO HOURS *later than other Lines*, and arrives at principal places West at the same time. Sleeping cars are attached to this train at Altoona, which run to Crestline and Cincinnati.

☞ Palace Sleeping Cars through from New York to Chicago.

12 00 m., *Way Train*, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Columbia, Pottsville, &c., arrives at Harrisburg at 8 30 P. M. Without change of cars from New York to Harrisburg.

5 10 p. m., *Express*, for Cincinnati, Chicago, and the Oil Regions. Sleeping Cars from New York to Pittsburg. Arrives in Chicago and Cincinnati six hours in advance of all other routes.

8 00 p. m., *Evening Express*, for the West, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Erie, and Pittsburg, *without change of cars;* connects at Pittsburg with trains for Cincinnati, Chicago, St. Louis, &c., *with but one change to Cincinnati or Chicago, and but two to St. Louis.* Sleeping cars from New York to Pittsburg. This train runs daily, leaving New York *two hours* later than other lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(*Leave Harrisburg.*)

10 50 p. m., *Express Train*, from Cincinnati, leaving Pittsburg at 12 45 P. M.; passes Harrisburg at 10 50 P. M.; Reading at 1 00 A. M.; Allentown at 2 20 A. M.; Easton at 3 15 A. M. Through cars from Harrisburg to New York.

Sleeping cars from Altoona to New York. Arrives at New York at 6 15 A. M. This train runs daily.

3 50 a. m., *Express Train*, from the West, leaving Pittsburg at 5 20 P. M.; passes Harrisburg at 3.50 A. M.; Reading at 5 44 A. M.; Allentown at 7 00 A. M.; Easton at 8 05 A. M. Through cars from Pittsburg to New York.

Sleeping cars from Pittsburg to New York. Arrives at New York at 11 00 A. M. This train runs daily.

5 50 a. m., *Fast Line*, from the West, leaving Pittsburg at 8 00 P. M.; passes Harrisburg at 5 50 A. M.; Reading at 7 31 A. M.; Allentown at 8 40 A. M.; Easton at 9 40 A. M. Through cars from Pittsburg to New York.

Sleeping cars from Pittsburg to New York. Arrives at New York at 12 20 P. M. This train runs daily.

8 10 a. m., *Way Train*, from Harrisburg, passing Reading at 10 30 A. M.; Allentown at 12 05 P.M.; Easton at 1 00 P. M. Through cars from Harrisburg to New York. Arrives in New York at 3 50 P. M.

12 40 p. m., *Day Express*, from the West, leaving Pittsburg at 2 40 A. M.; passing Harrisburg at 12 40 P.M.; Reading at 2 28 P.M.; Allentown at 3 40 P.M.; Easton 4 30 P.M. Arrives at New York 7 00 P.M.

☞ *This Train has Silver Palace Car through from Chicago to New York.*

2 05 p. m., *Accom.*, from the West, passing Reading at 4 20 P. M.; Allentown at 5 50 P. M.; Easton at 7 05 P.M. Arrives in N. Y. 10 05 P.M.

H. P. BALDWIN, Gen. Passenger Agent.

CENTRAL RAILWAY OF NEW JERSEY.

(For Map of this Line, see pages 114 & 115.) [*Nov.* 23.

J. T. Johnston, President; R. E. Ricker, Superintendent; H. P. Baldwin, General Passenger Agent; and P. H. Wyckoff, General Freight Agent, all at 103 Liberty street, New York.

Trains from New York.									STATIONS.	Trains to New York.						
Exp.	Pas.	Exp.	Pass.	Pass.	Fast.	Pass.	Mail.	M.		Exp.	Exp.	Fast.	Exp.	Exp.	Exp.	Mail.
P. M.	P. M.	P. M.	P. M.	NOON	A. M.	A. M.	A. M.		LEAVE ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
8 00	6 00	5 10	4 00	12 00	9 00	8 30	7 00	0	**Pier 15, N. R.**	6 15	11 00	12 20	3 50	5 00	7 00	10 05
8 13	6 11	5 23	4 12	12 13	9 13	8 41	7 11	1	**Jersey City**	6 00	10 48	12 07	3 40	4 48	6 50	9 53
	6 26						7 26		Bergen Point							
8 40	6 42	5 50	4 40	12 42	9 40	9 10	7 42	13	**Elizabeth**	5 32	10 22	11 42	3 12	4 20	6 25	9 27
	6 48		4 47	12 48		9 17	7 48	15	Roselle							9 19
	6 53		4 52	12 54		9 22	7 53	17	Cranford					4 10		9 14
	7 00		4 59	1 00		9 28	7 59	20	Westfield		10 05		2 55			9 08
	7 05		5 04	1 05		9 34	8 04	22	Scotch Plains							9 02
	7 13		5 13	1 15	10 05	9 42	8 12	24	**Plainfield**	5 05	9 55	11 17	2 45	3 55	6 03	8 56
	7 20		5 20	1 23		9 49	8 19	27	New Market							8 47
	7 29		5 29	1 32		9 57	8 27	31	Bound Brook		9 39			3 39		8 39
	7 40		5 40	1 42	10 30	10 07	8 37	36	**Somerville**	4 38	9 30		2 20		5 42	8 30
	7 43		5 43	1 45		10 10	8 40	37	Raritan							
	7 51		5 50	1 53		10 17	8 47	41	North Branch					3 20		
	8 01		6 00	2 04		10 28	8 58	46	**Whitehouse**	4 20	9 10			3 10		8 10
	8 09		6 08	2 12		10 35	9 05	50	Lebanon							
	8 15		6 16	2 20		10 42	9 13	52	Clinton	4 08	8 58	10 27	1 50	2 59	5 14	7 58
	8 20		6 20	2 24		10 46	9 17	54	High Bridge					2 55		
	8 27		6 27	2 32		10 54	9 24	58	Spruce Run							
10 18	8 30		6 30	2 37	11 15	10 58	9 28	59	**Junction**	3 52	8 42		1 35	2 45	5 00	7 43
	8 39		6 39	2 46		A. M.		62	Asbury					2 28		
	8 43		6 44	2 50				64	Valley					2 23		
	8 50		6 50	2 56			9 47	67	**Bloomsbury**					2 17		7 24
	8 55		6 55	3 02				69	Springtown					2 12		
10 50	9 06	7 56	7 06	3 15	11 46		10 02	74	Phillipsburg	3 18	8 09	9 43	1 03	2 00	4 33	7 10
10 55	9 10	8 00	7 10	3 20	11 50		10 05	75	**Easton**	3 15	8 05	9 40	1 00	1 55	4 30	7 05
11 28	P. M.	8 43	7 55	4 00	12 20		10 30	87	*Bethlehem*	2 32	7 10	8 50	12 15	P. M.	3 50	6 05
11 40		8 55	8 15	4 15	12 30		10 45	92	*Allentown*	2 20	7 00	8 40	12 05		3 40	5 50
			9 45	5 45			12 00	121	*Mauch Chunk*		4 30		10 35			4 20
1 00		10 19	P. M.	6 00	1 50		NOON	128	*Reading*	1 00	5 44	7 31	10 30		2 28	4 20
3 10		12 15		8 30	4 00			182	*Harrisburg*	10 50	3 50	5 50	8 10		12 40	2 05
A. M.				P. M.	P. M.				(Penn. Central R.R.)	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.
1 55		9 50			2 50			431	*Pittsburg*	12 45	5 20	8 00			2 40	
P. M.		A. M.			A. M.				ARRIVE LEAVE	P. M.	P. M.	P. M.			A. M.	

Additional Trains.—Leave Easton for New York at 6 45 A. M. and 3 15 P. M.

Somerville Trains.—Leave New York for Somerville at 7 00, 7 15, 8 30 & 9 00 A. M., 12 00 M., and 3 30, 4 00, 4 55, 6 00 & 7 10 P. M. Leave Somerville for New York at 4 38, 6 05, 7 00, 8 20 & 9 30 A. M., and 12 30, 2 20, 4 53, 5 42 & 8 30 P. M. Leave Somerville for Easton at 6 50 A. M.

Elizabeth Trains.—Leave New York for Elizabeth at 5 45, 6 40, 7 00, 7 15, 7 35, 8 15, 8 30, 9 00, 9 15, 10 30 & 11 30 A. M., 12 M., and 1 00, 2 00, 3 00, 3 30, 3 45, 4 00, 4 20, 4 40, 4 55, 5 30, 6 00, 6 30, 7 10, 7 30, 9 00, 10 30 & 11 45 P. M. Leave Elizabeth at 5 32, 5 45, 6 40, 7 08, 7 20, 7 40, 8 03, 8 20, 8 50, 9 20, 9 30, 10 22, 10 30, 11 42 & 11 50 A. M. and 12 45, 1 30, 2 25, 3 12, 3 30, 4 20, 4 35, 5 35, 5 55, 6 25, 6 35, 7 30, 8 45, 9 27 & 10 15 P. M., and 12 25 A. M. ☞ Leave Plainfield at 11 55 P. M., arriving in New York at 1 05 a. m.

SOUTH BRANCH RAILWAY.—[*Operated by Central Railway of New Jersey.*]

☞ For Flemington.

Pass.	Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.	Pass.
P. M.	NOON	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.
4 55	12 00	8 30		**New York**		8 40	2 10	10 05
				Cent. R. R. of N. J.				
6 30	1 50	10 10		**Somerville**		6 57	12 25	7 45
6 37	1 58	10 22		Ricefield		6 50	12 17	7 32
6 45	2 05	10 30		Flagtown		6 43	12 09	7 10
6 51	2 14	10 43		Neshanic		6 38	12 01	6 57
7 00	2 25	11 00		Three Bridges		6 29	11 51	6 40
7 30	2 35	11 15		**Flemington**		6 20	11 40	6 25
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.

For New York. ☞

Elizabethport and New York Ferry.

Leave Pier No. 15, North River, New York, at 5 00 P. M.

Leave Elizabethport at 7 30 A. M.

PENNSYLVANIA CENTRAL RAILWAY.

J. Edgar Thomson, Pres.; Thos. A. Scott, 1st Vice-Pres.; H. J. Lombaert, 2d Vice-Pres. Henry W. Gwinner, Gen. Passenger Agent; S. B. Kingston, Gen. Freight Agent, Philadelphia, Pa. Edward H. Williams, Gen. Supt., Altoona, Pa. [*Nov.* 23.

Philadelphia to Pittsburg.

32	30	11	1	5	3	9	Mls.	STATIONS.
Acc.	Acc.	Mail	Exp.	Exp.	Fast.	Mail.		
P.M.	P. M.	P.M.	P. M.	P.M.	A.M.	A.M.		LEAVE ARRIVE
3 50	2 20	10 35	11 50	7 50	11 40	7 50	0	**..Philadelphia..**
5 00	3 28	11 51				9 00	20	... .. Paoli .....
5 05	3 35					9 05	22	.Westchester Int..
5 39	4 03	12 23	1 23	9 25	12 58	9 35	33	**.Downingtown.**
5 58	4 22	12 38				9 52	39	....Coatesville....
6 13	4 37	12 51				10 08	44	**..Parkesburg..**
6 28	4 52					10 22	49	....Christiana....
6 36	4 59	1 08				10 28	52	.....Gap.....
6 55	5 18	1 22				10 47	58	**.Leaman Place.**
7 29	5 54	1 50	2 40	10 43	2 35	11 15	69	**...Lancaster...**
7 35	5 57					11 20	70	....Dillerville....
P.M.					2 55	11 35	77	....Landisville....
		2 20			3 05	11 45	82	**...Mount Joy...**
		2 36		11 25	3 21	12 01	88	..Elizabethtown..
	7 29					12 18	96	..Col. Branch Int..
Exp.	7 32	2 58			3 44	12 21	97	... Middletown...
A.M.	8 00	3 20	4 05	12 05	4 05	12 45	106	ar / lv **Harrisburg** 7 / lv / ar
3 10	P. M.	7 00	4 15	12 20	4 15	1 15		
3 30		7 26	4 37	12 41	4 39	1 41	113	....Marysville....
4 13		8 28			5 25	2 33	134	.....Newport.....
5 00		9 35	6 05	2 05	6 15	3 25	155	.....**Mifflin**.....
5 28		10 18	6 30		6 42	3 57	167	....Lewistown...
6 27		11 50				5 14	192	...Mount Union...
6 54		12 30	7 50	3 49	8 05	5 45	204	**...Huntingdon..**
7 45		1 40	8 35			6 44	224	..... Tyrone. ....
		2 08	8 50			7 08	231	....Bell's Mills....
8 15		2 30	9 05	5 05	9 25	7 25	238	ar / lv **Altoona** / lv / ar
8 35		2 45	9 25	5 10	9 45	7 45		
9 15		3 45	10 03	5 45	10 24	8 26	250	.....Gallitzin.....
9 25	Acc.	3 58				8 36	253	.....Cresson.....
9 59	A.M.	4 40				9 10	266	...Summerhill....
10 20	6 00	5 10	10 58	6 37	11 25	9 35	274	**..Conemaugh..**
10 32	6 10	5 23	11 09		11 36	9 48	277	....Johnstown....
11 03	6 47	6 05				10 23	290	..New Florence..
11 28	7 40	6 44	12 02			10 54	301	**Blairsville Int.**
11 44	8 10	7 20				11 13	309	.....Derry.....
11 57	8 25	7 40			12 58	11 28	314	.... **Latrobe**....
12 24	8 51	8 15			1 22	11 58	324	**..Greensburg..**
12 48	9 19	8 50				12 27	333	.....Irwin's.....
	9 40	9 18				12 46	341	.....Walls..... ..
1 13	9 51	9 30				12 56	343	... **Brinton's** ...
2 15	10 45	10 30	2 15	9 50	2 50	1 40	355	... **Pittsburg** ...
P.M.	A. M.	P. M.	P. M.	A.M.	A.M.	A. M.		ARRIVE LEAVE
7	13	11	1	5	3	9		

Pittsburg to Philadelphia.

Mls.	6	8	2	4	35	31	33
	Exp.	Exp.	Exp.	Fast.	Pass.	Acc.	Acc.
	P. M.	A. M.	A.M.	A.M.	A. M.	P. M.	P. M.
355	4 10	3 00	8 00	9 50	9 00	9 30	12 20
335					7 58	8 28	11 18
333					7 52	8 21	11 12
322	3 01	1 40	6 37	8 35	7 20	7 46	10 41
316					6 58	7 26	10 24
311					6 40	7 10	10 08
306					A.M.	6 55	9 54
303						6 49	9 48
297						6 30	9 33
286	1 45	12 17	5 12	7 02		5 54	9 05
285						5 50	9 00
278							A.M.
273	1 16	11 44	4 41				
267	1 01	11 25	4 25				
259						4 22	
258	12 42	11 03	4 03		Mail.	4 19	
249	12 20	10 40	3 40	5 40	P. M.	3 50	
	12 05	10 30	3 30	5 30	9 03	3 40	
242					8 41	3 16	
221	11 06				7 48	2 20	
200	10 24	8 45	1 37	3 45	6 51	1 21	
188	9 58	8 20			6 19	12 48	
163					5 04	11 37	
151	8 45	7 00	11 48	1 59	4 30	11 06	
131	8 00	6 17	11 03		3 31	10 11	
124			10 45		3 09	9 50	
117	7 30	5 45	10 30	12 45	2 50	9 30	
	7 15	5 25	10 20	12 40	2 40	A.M.	
105	6 38	4 48	9 41	12 03	2 00		
102	6 28		9 31		1 50		Acc.
89					1 09		P. M.
81	5 34	3 43	8 32	10 58	12 40		8 00
78	5 29		8 27		12 34		7 54
65					11 57		7 14
54			7 32		11 25		6 40
46					11 03		6 16
41			7 02		10 47		6 00
31					10 19		5 30
22					9 49		5 00
14					9 27		4 38
12					9 15		4 26
0	2 40	12 45	5 20	8 00	8 25		3 35
	A. M.	P. M.	P. M.	P. M.	A.M.		P.M.
	6	8	2	4	10		14

No. 1.—Philadelphia Express, *West*, runs daily; stops for breakfast at Altoona, for dinner at Pittsburg.

No. 2.—Philadelphia Express, *East*, starts daily, except Sunday; arrives at Philadelphia daily, except Monday; takes supper at Pittsburg.

No. 3.—Fast Line, *West*, runs daily, except Sunday; stops for dinner at Lancaster, for supper at Altoona.

No. 4.—Fast Line, *East*, starts daily, except Sunday; arrives at Phila. daily, except Mon.; stops for breakfast at Downingtown.

No. 5.—Cincinnati Express, *West*, starts daily except Sunday, arrives at Pittsburg daily, except Monday; stops for breakfast at Pittsburg.

No. 6.—Day Express, *East*, runs daily, except Sunday; stops for breakfast at Altoona, for dinner at Harrisburg.

No. 7.—Baltimore Express, *West*, runs daily, except Sunday; stops for breakfast at Altoona, for dinner at Pittsburg.

No. 8.—Cincinnati Express, *East*, runs daily; stops for dinner at Altoona.

No. 9.—Mail, *West*, runs daily, except Sunday, stopping at all stations; stops for dinner at Harrisburg, for supper at Altoona.

No. 10.—Mail, *East*, running daily, except Sunday, stopping at all stations; stops for lunch at Altoona, for supper at Harrisb'g.

No. 11.—Altoona Accommodation (and Emigrant), *West*, leaves Philadelphia daily, except Sunday, at 10 35 P. M., with first-class cars attached, stopping at all stations, if signaled. Arrives at Pittsburg daily, except Monday.

Nos. 13 and 14.—Johnstown Accommodation, *East* and *West*, runs daily, except Sunday, stopping at all stations.

Nos. 30 and 31.—Harrisburg Accom., *East* and *West*, runs daily except Sunday, stopping at all stations (*via* Columbia Branch).

Nos. 32 and 33.—Lancaster Accom., *East* and *West*, runs daily except Sunday, stopping at all stations.

Nos. 34 and 35.—Parkesburg Accom., *East* and *West*, runs daily except Sunday, stopping at all stations. No. 34 leaves Philadelphia at 5 20 P. M., arriving at Parkesburg 7 35 P. M.

PHILADELPHIA & ERIE RAILWAY.—(*Penn. R. R. Lessees.*)

J. EDGAR THOMSON, President; Col. THOS. A. SCOTT, 1st Vice-Pres.; H. J. LOMBAERT, 2d Vice-Pres., Philadelphia. ALFRED L. TYLER, Gen. Supt.; W. A. BALDWIN, Asst. Gen. Supt., Erie, Pa. FRANK THOMSON, Supt. Eastern Div., Williamsport. JNO. PITCAIRN, Supt. Middle Div., Renovo, Pa. JNO. W. REYNOLDS, Supt. Western Div., Erie, Pa. S. B. KINGSTON, Gen. Freight Agent; and D. M. BOYD, Jr., Asst. Gen. Passenger and Ticket Agent, Philadelphia. [*Nov.* 23.

☞ Westward Trains.

	8	4	2	Mls	STATIONS.	Mls.	3	1		
	Mail.	Erie Mail.	Erie Exp.		LEAVE ARRIVE		Erie Mail.	Erie Exp.		
	A. M.									
	7 50	10 35 P. M.	11 40 A. M.	0	.. **Philadelphia** ..	451	9 50 A. M.	4 10 P. M.		
	9 35	12 23 A. M.	12 58 P. M.	34	...Downingtown ...	417	8 35* "	3 01 "		
	11 15	1 50 "	†2 35 "	70	.....Lancaster.....	381	7 02 "	1 45 "		
	†1 20	3 25 "	4 20 "	106	... **Harrisburg**...	344	5 40 "	12 20 "		
	4 15	6 00 A. M.	6 40 P. M.	163	..... **Sunbury**.....	288	2 45 "	9 45 A. M.		
	4 25	6 10 "	6 50 "	165	..Northumberland..	286	2 35 "	9 30 "		
	4 45	6 25 "	7 08 "	172	.....Lewisburg	279	2 18 "	9 14 "		
	4 55	6 34 "	7 18 "	175	.Catawissa Junction.	276	2 08 "	9 05 "		
	5 00	6 35 "	7 19 "	176	..... **Milton**.....	275	2 07 "	9 03 "		
	5 12	6 47 "	7 31 "	180	....Watsontown....	271	1 56 "	8 50 "		
	5 19	6 54 "		183	..... Dewart.....	268	1 49 "	8 43 "		
	5 30	7 05 "		187	... Montgomery ...	264	1 37 "	8 30 "		
	5 41	7 15 "	8 00 "	191	..... Muncy	260	1 28 "	8 20 "		
		7 50* "	8 30‡ "	203	ar { **Williams-port** } lv	248	12 55 "	7 50 "		
	6 15	8 15 "	8 50 "		lv {		12 40 "	7 30 "		
	6 30	8 23 "		205	.....Newberry.....	246	12 33 "	7 22 "		
	6 38	8 32 "		208	.....Linden.....	243		7 13 "		
	6 46	8 52 "	9 21 "	215	... Jersey Shore ...	236	12 03 "	6 52 "		
	6 49	9 15 "	9 40 "	223	.....Wayne	228	11 38 P. M.	6 26 "		
	7 07	9 31 "	9 55 "	228	...**Lock Haven** ..	223	11 21 "	6 10 "		
	7 30	10 16 "	10 35 "	243	..... Whetham.....	207	10 35 "	5 27 "		
	7 45	11 00 "	11 15 "	255	.....**Renovo**	195	10 00‡ "	4 55 "		
	P. M.	11 42 "	11 57 "	267	..... Keating.....	183	8 48 "	4 10 "		
		12 23 P. M.	12 38 A. M.	280	...Sinnemahoning...	171	8 10 "	3 33 "		
		12 33 "	12 49 "	283	.....Driftwood....	168	8 00 "	3 23 "		
		1 04 "	1 19 "	292	..... Sterling.....	159	7 30 "	2 54 "		
		1 15 "	1 30 "	296	..... Cameron	155	7 18 "	2 43 "		
		1 35 "	1 50 "	301	.. .Emporium. ...	149	6 58 "	2 24 "		
		2 46 "	3 00 "	323	....**St. Mary's**....	128	5 50 "	1 18 "		
		3 21 "	3 34 "	332	... **Ridgway**.....	118	5 16 "	12 45 "		
		4 10 "	4 20 "	347	..... Wilcox	104	4 30 "	12 00 "		
		5 00† "	5 00 "	356	.....**Kane**.....	95	4 00† "	11‡30 P. M.		
6		5 16 "	5 15 "	361	..... Wetmore	89	3 23 "	11 08 "	5	
Acc.		5 47 "	5 44 "	371	.....**Sheffield**.....	79	2 53 "	10 37 "	Acc.	
P. M.		6 09 "	6 03 "	378	.....Pattonia.....	72		10 17 "	A. M.	
12 20		6 30 "	6 24 "	385	.....**Warren**.....	66	2 13 "	9 56 "	11 40	
12 40		6 48 "	6 50 "	390	..... Irvineton	60	1 55 "	9 37 "	11 21	
12 47		6 55 "	7 00 "	393	.... Youngsville....	57	1 47 "	9 28 "	11 13	
12 57		7 05 "	7 12 "	396	.....Pittsfield.....	54		9 18 "	11 02	
1 09		7 16 "	7 25 "	400	.....Garland.....	50	1 26 "	9 07 "	10 50	
1 27		7 33 "	7 43 "	406	... Spring Creek ...	44	1 08 "	8 47 "	10 32	
1 43		7 48 "	7 58 "	411	.....Columbus.....	39		8 32 "	10 17	
1 50		7 55 "	8 05 "	413	arr { ..**Corry**.. } lve	37	12 45 "	8 25 "	10 10	
2 00		8 00	8 10		lve {		12 40 "	8 20 "	10 00	
2 10		8 10 "	8 20 "	417	..... Lovell's.....	34		8 10 "	9 50	
2 17		8 17 "	8 26 "	419	..... Concord.....	32	12 25 "	8 03 "	9 44	
2 32		8 33 "	8 41 "	424	.....Union.....	26	12 10 "	7 47 "	9 30	
2 55		8 55 "	9 03 "	432	.....Waterford.....	19	11 46 A. M.	7 20 "	9 03	
3 10		9 12 "	9.22 "	438	..... Jackson's	13		7 03 "	8 47	
3 50		9 50 P. M	10 00 A. M.	451	Arr....**Erie**....L've	0	10 55 A. M.	6 25 P. M.	8 10	A. M.
6	8	4	2				3	1	5	

☞ Eastward Trains.

‡ Supper. † Dinner. * Breakfast.

No. 1.—ERIE EXPRESS, *East*, runs daily to Warren, and for points east of Warren; starting daily, except Saturday, arriving at Philadelphia daily, except Sunday, stopping for breakfast at Williamsport, for dinner at Harrisburg.

No. 2.—ERIE EXPRESS, *West*, starting daily, except Sunday, from Philadelphia; stopping for dinner at Lancaster, supper at Williamsport, breakfast at Irvineton; runs daily between Warren and Erie.

No. 3.—ERIE MAIL, *East*, running daily, except Sunday, stopping for dinner at Kane, for supper at Renovo.

No. 4.—ERIE MAIL, *West*, running daily to Williamsport, and daily, except Sunday, from Williamsport to Erie, stopping for breakfast at Williamsport, for dinner at Kane.

Nos. 5 and **6.**—WARREN ACCOMMODATION, *East* and *West*, running daily, except Sunday.

No. 8.—ELMIRA MAIL, *West*, running daily, except Sunday, stopping for dinner at Harrisburg, for supper at Williamsport.

HOUSATONIC RAILWAY.

J. Z. Goodrich, Pres.; A. L. Hopkins, Supt.; and Theo. Ensign, Gen. Ticket Agent, Bridgeport, Conn. [*Dec.* 2.

Bridgeport to Pittsfield. Pass.	Pass.	Mls.	STATIONS.	Mls.	Pittsfield to Bridgeport. Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
5 45	10 40	0	..**Bridgeport** [1]..	110	2 20	8 50
6 17	11 05	10	.....Stepney.....	100	1 54	8 18
6 31	11 16	15	.....Botsford.....	95	1 41	8 03
6 42	11 26	19	....Newtown.....	91	1 30	7 52
6 57	11 38	23	...Hawleyville....	87	1 17	7 40
7 15	11 55	29	....Brookfield....	81	1 01	7 15
7 31	12 11	35	...New Milford...	75	12 45	6 52
7 48	12 29	42	...Gaylordsville...	68	12 29	6 31
8 12	12 51	48	.....Kent.....	62	12 12	6 11
8 35	1 11	57	.Cornwall Bridge.	53	11 46	5 39
8 51	1 24	61	..West Cornwall..	49	11 35	5 27
9 08	1 40	67	...Falls Village...	43	11 18	5 07
9 25	1 56	73	.....Canaan.....	37	11 01	4 50
9 32	2 02	75	...Ashley Falls...	35	10 53	4 42
9 44	2 11	79	.....Sheffield.....	31	10 42	4 31
10 00	2 26	85	....Barrington....	25	10 25	4 15
10 10	2 34	87	Van Deusenville [2]	23	10 16	4 05
10 17	2 42	89	....Housatonic.. .	21	10 07	3 58
10 25	2 53	92	.....Glendale.....	18	9 58	3 48
10 32	3 01	93	...Stockbridge....	17	9 54	3 43
10 37	3 09	95	....South Lee....	15	9 46	3 35
10 49	3 23	99	.....Lee.....	11	9 35	3 23
10 54	3 28	101	..Lenox Furnace..	9	9 27	3 16
	3 31	102	.....Lenox.....	8	9 22	
11 08	3 40	106	.....Deweys.....	4	9 12	3 02
11 20	3 50	110	...**Pittsfield** [3]. .	0	9 00	2 50
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Through Fare, $3 10.

An Additional Train leaves Barrington for Pittsfield at 7 00 A. M. Returning, leaves Pittsfield at 5 30 P. M.

STATE LINE BRANCH.

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M.
2 34	0	.**Van Deusenville**.	15	9 20
2 54		...W. Stockbridge...		9 00
3 00	15	....**State Line**....	0	8 50
P. M.		ARRIVE LEAVE		A. M.

[1] Connects with New York & New Haven Railway. Also, with Naugatuck Railway.
[2] Branch to West Stockbridge and State Line.
[3] Connects with Boston & Albany Railway, and Pittsfield & North Adams Railway.

MAUCH CHUNK & SUMMIT HILL R'WAY.

J. S. Line, Proprietor, and S. M. Line, Conductor, Mauch Chunk, Pa.

Trains leave Mauch Chunk at 8 15 A. M., and 1 15 & 4 30 P. M. Returning, leave Summit Hill at 10 A. M., and 3 & 6 P M.

Distance, 8 miles. Fare, 25 cents.

At Mauch Chunk connects with Lehigh Valley Railway.

NAUGATUCK RAILWAY.

Russell Tomlinson, President, and Geo. W. Beach, Supt., Bridgeport, Conn. [*Jan.* 11.

Pas.	Pass.	Mxd.	M	STATIONS.	Pass.	Pas.	Mx.
P.M.	A. M.	A. M.		LEAVE ARRIVE	A.M.	P.M.	P.M.
5 16	10 15	7 30	0	..**Bridgeport**..	10 00	5 30	8 00
5 29	10 26	7 45	3	.....Stratford.....	9 50	5 18	7 46
5 37	10 33	7 51	5	.....Junction.....	9 44	5 13	7 40
6 03	10 57	8 28	14	.....Derby.....	9 17	4 46	7 10
6 12	11 06	9 09	16	.....Ansonia.....	9 09	4 37	7 02
6 24	11 17	9 28	20	.....Seymour.....	8 55	4 24	6 49
6 37	11 27	9 45	23	...Beacon Falls...	8 44	4 13	6 37
6 49	11 38	10 05	27	.... Naugatuck....	8 32	4 01	6 19
6 53	11 42	10 12	28	....Union City....	8 28	3 57	6 14
7 08	11 55	10 30	32	..**Waterbury**...	8 16	3 45	6 00
7 18	12 05	10 40	35	....Waterville....	8 00	3 31	5 42
7 37	12 24	11 05	41	.....Plymouth.....	7 40	3 12	5 20
7 54	12 41	11 26	47	...Camp's Mills...	7 25	2 55	5 00
8 05	12 49	11 36	49	....Litchfield.....	7 17	2 47	4 50
8 14	1 00	11 51	52	...Wolcottville...	7 08	2 38	4 33
8 31	1 17	12 13	57	.....Burrville... .	6 52	2 22	4 15
8 44	1 30	12 30	62	....**Winsted**.....	6 40	2 10	4 00
P.M.	P. M.	P. M.		ARRIVE LEAVE	A.M.	P.M.	P.M.

Through Fare, $2 05.

☞ *On Saturdays*, a train leaves Bridgeport at 8 40 p.m., arrive at Winsted 12 14 a.m.

On Sundays, a train leaves Winsted at 4 30 p.m., arrive at Bridgeport 7 44 p.m.

☞ Special train leaves Ansonia for New Haven, without change of cars, at 7 45 a. m. Returning, leaves New Haven at 6 30 p. m.

DANBURY & NORWALK RAILWAY.

E. Lockwood, Pres., Norwalk, Conn. J. W. Bacon, Supt., Danbury, Conn. [*Dec.* 14.

Pas.	Acc.	Pass.	M.	STATIONS.	Pas.	Ac.	Pas.
P.M.	A. M.	A. M.		LEAVE ARRIVE	A.M.	P.M.	P.M.
4 25	9 00	7 00		...*New York* [1]....	9 30	7 20	7 20
6 18	11 10	9 00	0	**South Norwalk**	7 40	5 12	5 30
6 25	11 25	9 06	2	.....Norwalk.....	7 34	5 00	5 24
6 31	11 35	9 12	3	....Winnipauk....	7 27	4 45	5 16
6 38			5	.....Kent.....	7 21		
6 46	11 52	9 30	8	.....Wilton.....	7 15	4 25	5 02
	12 00		9	.... Cannon's.....		4 12	
6 57	12 12	9 42	12	...Georgetown...	7 05	3 55	4 50
7 02	12 30	9 47	13	....Ridgefield [2]...	7 00	3 45	4 45
	12 45		15	.... Sanford's.....		3 30	
7 14	1 00	10 00	17	.....Reading.....	6 46	3 15	4 31
7 23	1 20	10 10	21	.....Bethel.....	6 38	3 00	4 23
7 32	1 35	10 20	24	....**Danbury**....	6 30	2 45	4 15
P.M.	P. M.	A. M.		ARRIVE LEAVE	A.M.	P.M.	P.M.

Through Fare, $1 00.

☞ *On Saturdays*, a special train leaves South Norwalk for Danbury and intermediate stations at 2 00 p.m. (or on arr. of 12 15 p.m. train from N. Y.)

Leave Danbury at 12 noon, Ridgefield 12 30 p.m., connecting at South Norwalk with trains for New York and New Haven.

[1] By New York & New Haven Railway, p. 113.
[2] Stages to and from Ridgefield Village connect at Ridgefield Station with all passenger trains.

PEOPLE'S LINE
OF
STEAMERS,
BETWEEN
NEW YORK AND ALBANY.

NEW YORK TO ALBANY.

STEAMERS

St. John,
Capt. W. H. Christopher,
Monday,
Wednesday,
Friday,

Drew,
Capt. S. J. Roe,
Tuesday,
Thursday,
Saturday,

From Pier 41, North River,
(Near Jersey City Ferry, Desbrosses Street),

AT 6.00 P.M.,

Connecting with Trains of New York Central, Albany & Susquehanna, Rensselaer & Saratoga, and Boston & Albany Railways.

☞ **Tickets** can be had at the Office on the Wharf, and **Baggage** checked to destination. Telegraph Office on the Wharf.

☞ Passengers leaving Washington at 7 45 A.M., Baltimore at 9 35 A.M., Philadelphia at 1 30 P.M., arrive in New York at 5 12 P.M., in time to connect as above.

ALBANY TO NEW YORK.

STEAMERS

Drew,
Capt. S. J. Roe,
Monday,
Wednesday,
Friday,

St. John,
Capt. W. H. Christopher,
Tuesday,
Thursday,
Saturday,

From Steamboat Landing,

AT 8.00 P.M.,

ON ARRIVAL OF TRAINS FROM NORTH AND WEST.

Passengers conveyed from N. Y. C. R.R. Depot to the Boats, Free.

☞ TICKETS to Philadelphia, Baltimore, and Washington City, for sale on the Boats, and Baggage checked to destination.

Hudson River R. R. Tickets taken for passage.

JOHN C. HEWITT,
Gen. Ticket Agent.

P. C. SMITH, *Gen. Agent.*

MAP OF THE
NEW YORK
CENTRAL
RAILWAY & CONNECT'NS
Eng^d for Appletons' Railway Guide.
CANADA
LAKE ONTARIO
LAKE ERIE
NEW YORK
PENNSYLVANIA
NEW JERSEY
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
ATLANTIC
LONG ISLAND
Ogdensburg
Kingston
DeKalb
Lindsey
Lerroy
Pt. Hope
Coburg
TORONTO
C. Vincent
Water T.
Sackettshar.
Pierrepont Manor
Trenton Falls
OSWEGO
YORK
UTICA
ROCHESTER
Akron
Chili
BUFFALO
DUNKIRK
Salamanca
Warren
Corry
Titusv.
Oil City
Franklin
Williamsport
Blossburg
Elmira
Owego
Binghamton
Great Bend
Honesdale
Scranton
Wilkesbarre
Milton
Sunbury
Reading
Harrisburg
Easton
Trenton
PHILADELPHIA
Newark
NEW YORK
Peekskill
Sing Sing
Newburg
Fishkill
Poughkeepsie
Rhinebeck
ALBANY
ATHENS
TROY
Chatham 4 Cors.
Hoosick Fs.
S. Vernon
Rutland
Burlington
Montpelier
Wells Riv.
White R. Jc.
Concord
Portsmouth
Lowell
Boston
Worcester
Springfield
Hartford
Providence
Blackstone
Pittsfield
Becket
Ashburnham
Palmer
Framingham
Westfield
Dover Pls.
White Pls.
N. Haven
Bridgeport
Stonington
Newport
Fall River
Long Island Sd.
Hell Gate
Long Island
Brooklyn
S. Amboy
Caldwell
Saratoga
Ballstons
Adirondack Mts.
L. Champlain
Hudson
Genesa
Cayuga
Ithaca
Hall Way
Auburn
Oneida
Rome
Syracuse
Oniskany
Frankfort
Herkimer
Lit. Falls
St. Johns V.
Palatine Br.
Fonda
Amsterdam
Hormans
Batavia
Pembroke
Attica
Town Line
Leroy
Mt. Morris
G.V.R.R. Jc.
W. Bloomfield
Canandaigua
Bellows Fs.
Keene
Lawrence
Chatham
Hudson R.R.R.
Harlem R.R.
Western R.R.
Long I. R.R.
Hudson R.R.R.
Boston & W.
Providence R.R.
N.H. & Sp.
Great Western
Trunk
Grd. Trunk
Buf. & Erie
Lake Ft. Erie
Lake Shore
Lockport
Albion
Spencerport
Brockport
Charlotte
Rochester
Pittsford
Fairport
Lyons
Newark
Sodus
Wolcott
Sackett's Har.
Oswego & Ch.
Rome Wat. & Ogd.
Saratoga & Sar.
Rens.
Schenectady
Central R.R.
Troy & Bos.
Vermont & Mass.
Vermont Central
Connecticut
Hudson & Berkshire
Hudson & Saratoga
Albany & Susquehanna
Delaware & Hudson
Erie
Great Western
Niagara Falls
To Baltimore & Washington
N.Y. Th. Cen.
Long I. R.R.
W
E

NEW YORK CENTRAL RAILWAY.

President.—COMMODORE C. VANDERBILT, New York. *Vice-Pres.*—DANIEL TORRANCE, Albany. JOHN NEWELL, Gen. Superintendent, Albany. C. H. KENDRICK, Gen. Ticket Agent, and S. DRULLARD, Gen. Freight Agent, Albany. M. B. SPAULDING, Freight Agent, 239 Broadway, N. Y. [*Nov.* 23.

Going West.								STATIONS.	Going East.							
Acc.	Mail.	Mail.	Mail.	Exp.	Exp.	Exp.	Mls.		Mls.	Exp.	Exp.	Exp.	Exp.	Exp.	Mail.	Mail.
		P. M.	P. M.	A. M.	A.M.	P. M.		LEAVE ARRIVE		P. M.	A.M.	A.M.	P. M.	P. M.		P. M.
		6 00	†4 35 3 30	10 † 11 30	8 00	11 00		...**New York**...		10 30	6 30	7 30	1 30	4 15		9 40
		P. M.	P. M.	A.M.	A.M.	P. M.				A.M.		P. M.	P. M.	P. M.		P. M.
		3 00	3 00	8 30	5 00	9 00		.....**Boston**.....		6 00		3 50	3 50	5 05		11 50
		*		P.M.	P.M.	A.M.				P. M.	P. M.			A.M.		P. M.
P. M.	A.M.	A.M.	P. M.	5 35	1 20	7 00		.....**Troy**.....		5 05	9 45	A.M.	A.M.	10 00		3 15
12 30	9 10	12 00	10 45	6 00	1 45	7 30	0	.....**Albany**.....	298	4 50	9 30	2 05	7 00	9 45		2 30
1 40	10 05	12 45	11 35	6 50	2 35	8 20	17	.**Schenectady**.	281	4 05	8 45	1 20	6 15	9 00		1 40
2 50	10 50		12 17	7 30	3 10	9 00	33	...Amsterdam....	265	3 30	7 57			8 22		12 48
3 57	11 20	1 47	12 46	7 58		9 25	44	.....Fonda.....	254	3 08	7 27	12 22	5 17	7 57		12 18
4 41	11 52			8 26		9 53	55	..Palatine Bridge..	243		6 58			7 30		11 45
4 53	12 02	2 21	1 26	8 34	4 03	10 02	58	....Fort Plain.. .	240	2 37	6 48			7 22	P. M.	11 35
5 15	12 17			8 47		10 15	64	..St. Johnsville...	234		6 33			7 08	10 35	11 19
5 53	12 47		2 08	9 15	4 35	10 38	74	....Little Falls....	224	2 05	6 08	11 15		6 45	10 00	10 50
6 21	1 08		2 27	9 32		10 57	81	....Herkimer.....	217		5 48		3 56	6 28	9 38	10 30
6 40	1 24		2 40			11 08	86	....Frankfort	212		5 33			6 17	9 23	10 16
7 20	2 15	3 50	3 07	10 10	5 25	11 35	95	.....**Utica**.....	203	1 20	5 10	10 30	3 25	5 55	8 53	9 50
8 16	3 00	4 22	3 45	10 47	5 58	12 10	110	..... **Rome**	188	12 32	4 27	9 53	2 48	5 24	8 07	9 05
8 48	3 28					12 30	118	.....Verona.....	180		4 03				7 39	8 40
9 05	3 40		4 20	11 20		12 41	122	..... Oneida.....	176	12 04	3 53			5 01	7 26	8 28
9 26	3 57			11 34		12 55	128	....Canastota	170		3 38				7 08	8 13
9 50	4 17			11 50		1 10	134	...Chittenango ...	164	11 40	3 22				6 47	7 55
10 45	5 00	5 45	5 30	12 25	7 25	1 45	148	arr { **Syra-** { lve	150	11 10	2 45	8 30	1 25	4 15	6 00	7 15
10 45	P. M.	6 00	6 00	12 25	7 35	2 05		lve { **cuse** { arr		11 00	2 25	8 10	1 20	4 10	12 00	A.M.
12 00						2 48	165	..... Jordan.....	133		1 40				10 05	
12 33		7 05	7 05	1 25	8 30	3 12	173	....Port Byron....	125	10 10	1 15	7 20	12 25	3 20	9 25	
1 25						3 43	186	.....Clyde	112		12 41				8 25	
2 40						4 13	199	....v.Newark	99		12 13				7 25	
3 20		8 25	8 25	2 40	9 40	4 35	206	.....Palmyra.....	92	9 00	11 55	6 13	11 10	2 20	6 50	
4 20						5 05	218	..... Fairport.....	79		11 21				5 50	
5 10	P. M.	9 20	9 20	3 30	10 30	5 30	229	ar.**Rochester**.lv	69	8 10	11 00	5 25	10 20	1 35	5 00	P. M.
6 40	12 10	9 40	9 40	3 40	10 50	5 45	229	lv.**Rochester**.ar	77	7 55	10 50	5 15	10 10	: :	A.M.	8 20
7 37	1 00	10 26	10 26	4 26	11 31	6 35	246	.....Brockport....	60	7 12	10 00	4 35	9 27	: :		7 30
8 18	1 50	11 00	11 00	5 00	12 00	7 16	260	.....Albion.....	46	6 38	9 18	4 06	8 55	: :		6 44
8 50	2 20	11 23	11 23	5 25	12 22	7 45	269	..... Medina	37	6 15	8 50	3 45	8 33	: :		6 13
9 40	3 10	12 00	12 00	6 10	12 55	8 28	285	... **Lockport** ...	21	5 42	8 10	3 10	7 55	: :		5 28
10 45	4 00	12 45	12 45	6 55	1 45	9 20	304	**Suspension Br.**	2	5 00	7 15	2 30	7 10	: :		4 35
11 00	4 15	1 05	1 05	7 15	2 05	9 40	306	.**Niagara Falls**.	0	4 40	6 55	*2 10	6 50	: :		4 20
A.M.	P. M.	P. M.	P. M.	A.M	A.M.	P.M.		ARRIVE LEAVE		A.M.	A.M.	P. M.	P. M.	: :		P. M.
7 20	12 15	9 40	9 40	3 40	10 50	5 45	229	lv..Rochester ..ar	69	7 55	10 50	5 15	10 10	1 30		6 40
7 52	12 47					6 12	239	..... Chili.....	59		10 19					6 12
8 15	1 10					6 33	246	.... **Bergen**.....	52		9 58					5 50
8 35	1 30					6 53	253	.....Byron.....	45		9 40					5 30
9 00	1 55	11 00	11 00	5 00	12 00	7 15	261	.... **Batavia**....	37	6 49	9 20	4 00	8 55	12 28		5 10
9 28	2 30					7 43	273	.....Corfu	25		8 55					4 36
10 40	3 45	12 15	12 15	6 20	1 20	8 45	298	.... **Buffalo**	0	5 25	8 00	2 50	7 40	11 20		3 25
A.M.	P. M.	P. M.	P. M.	A.M.	A. M.	P. M.		ARRIVE LEAVE		A.M.	A.M.	P. M.	P.M.	P. M.		P. M.
		7 35	7 35	2 10	8 00	5 30		} .**Cleveland**. {		9 55		6 55	11 35	4 00		
		P.M.	P. M.	P.M.	A.M.	A.M.				P.M.		A.M.	A.M.	P.M.		
		7 00	7 00	7 00	5 30	5 30		} .**Cincinnati**. {		8 20		8 00		7 00		
		A.M.	A.M.	A.M.	P. M.	P. M.				A.M.		P. M.		A.M.		
		10 20	10 20	5 30	11 10	6 45		} ...**Detroit**... {		6 30		4 10	8 30			
		A.M.	A.M.	P.M.	A.M.	A.M.				P.M.		A.M.	A.M.			
		10 00	10 00	6 30	10 00	7 45		.... **Chicago**....		8 00		5 15	9 00			
		A.M.	A.M.	A M	P. M.	P. M.		ARRIVE LEAVE		A.M.		P. M.	P. M.			

* Runs on Sundays also. † Via Harlem Railway. Other trains via Hudson River Railway.

NEW YORK CENTRAL RAILWAY—(Continued.)

AUBURN ROAD.

[*Nov.* 23.

☞ Syracuse to Rochester.

Mail.	Exp.	Mxd.	Exp.	Mail.	Mxd.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Mxd.	Exp.	Sunday
P. M.	P. M.	M.		A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.
7 30	1 45	12 00		*6 40	6 00	0	.....**Syracuse**.....	104	10 55	2 35	11 30	11 45	8 00
8 03	2 15			7 10	7 25	10	.....Marcellus.....	94	10 20	2 00		11 13	7 30
8 25	2 35	1 55		7 30	8 15	17	....Skaneateles.....	87	10 00	1 40	10 05	10 53	7 10
8 50	3 00	2 50		7 55	9 35	26	.....**Auburn**.....	78	9 35	1 15	9 25	10 27	6 45
9 25	3 30	4 00		8 30	10 35	37	..... Cayuga	67	9 00	12 45	8 20	9 55	6 15
9 40	3 42	4 30		8 45	10 55	42	....Seneca Falls....	62	8 45	12 30	7 55	9 40	6 00
9 50	3 52	4 50		8 55	11 15	45	.....Waterloo	59	8 35	12 20	7 40	9 30	5 50
10 08	4 10	4 35		9 13	12 00	52	.....**Geneva**.....	52	8 15	12 00	7 05	9 12	5 30
10 30	4 32	6 25		9 35	1 25	60	..... Phelps.	44	7 53	11 36	6 25	8 50	5 05
10 43	4 45	6 50		9 47	1 50	64	...Clifton Springs...	40	7 41	11 22	6 05	8 36	4 50
10 55	4 55	7 28	P.M.	10 00	2 15	69	.....Shortsville.....	35	7 28	11 10	5 40	8 22	4 40
11 13	5 10	8 05	3 45	10 20	2 50	75	..**Canandaigua**..	29	7 10	10 55	5 10	8 05	4 23
11 30		8 55	4 00	10 35	3 25		.... Farmington....		6 55	10 35		7 47	4 05
11 40	5 40	9 20	4 10	10 50	3 50	85	.....Victor	19	6 45	10 25	4 35	7 35	3 55
12 10	6 10	10 50	4 38	11 20	5 10	96	..... Pittsford	8	6 13	9 52	3 35	7 05	3 23
12 30	6 30	11 30	5 00	11 45	6 00	104	....**Rochester** ...	0	5 50	9 30	3 00	6 45	†3 00
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.	P. M.

☞ Rochester to Syracuse.

* Runs on Sundays also. † Sunday Night Express.

BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, AND LEWISTON.

Exp.	Exp.	Mail.	Exp.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mail.	Mail.	Acc.	Exp.	Exp.
P. M.	P. M.	P. M.	A.M.	A. M.	A.M.		LEAVE ARRIVE		A.M.	A. M.	A. M.	P. M.	P. M.	P. M.
7 25	4 00	3 05	11 15	9 00	6 30	0	.... **Buffalo**	28	8 15	10 10	11 00	3 45	8 35	10 30
7 43	4 15	3 30	11 33	9 18	6 48	4	... Black Rock ...	24	7 55	9 55	10 45	3 30	8 17	10 10
8 00	4 30	3 55	11 50	9 35	7 10	11	... Tonawanda ...	13	7 30	9 35	10 30	3 15	8 00	9 40
	4 50				7 50		..... Hall's.....				10 10			9 07
	5 15				8 25		....**Lockport**...				9 45			8 35
8 35		4 50	12 25	10 10		22	.. Niagara Falls ..	6	6 45	9 00		2 45	7 25	
8 45		5 05	12 35	10 25		24	**Suspension Br.**	4	6 30	8 45		12 00	7 15	
				11 00		28	... **Lewiston** ...	0				11 30		
P. M.	P. M.	P. M.	P. M.	A. M.	A.M.		ARRIVE LEAVE		A.M.	A. M.	A. M.	A. M.	P. M.	P. M.

CANANDAIGUA, BATAVIA & TONAWANDA.

Mail.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Mail.
	P. M.		LEAVE ARRIVE		A. M.	
	5 15	0	. **Canandaigua** [1]	86	10 00	
	5 45	8	.East Bloomfield.	78	9 35	
	6 15	15	.West Bloomfield.	71	9 08	
	6 30	18	..Honeoye Falls..	68	8 55	
	6 55	26	.G. V. R. R. Junc.	60	8 30	
	7 20	33	.....Caledonia....	53	8 00	
	7 40	40	..... Le Roy	46	7 35	
A. M.	8 15	50	ar / lv } **Batavia** [2] { lv / ar	36	7 00	P. M.
6 25						6 30
7 50		66	.....Akron.....	20		5 05
9 25		86	..**Tonawanda** [3].	0		3 30
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Northern Central Railway (page 205), and Auburn Branch (*above*).
2 Connects with Main Line.
3 Connects with Buffalo & Niagara Falls Division (*above*).

Sunday Trains.

From Albany at 12 00 night, on arrival of 6 00 P.M. train from 30th Street Depot, New York.
From Buffalo to Albany at 2 50 P. M.
From Niagara Falls to Albany at 2 10 P. M.
From Rochester to Niagara Falls at 9 40 A. M.
From Syracuse to Rochester at 6 40 A. M.
From Rochester to Syracuse at 3 00 P. M.

Batavia and Attica Branch.—Trains leave Attica for Alexander and Batavia at 8 00 A. M., and 12 30 & 5 30 P. M.

Returning, trains leave Batavia at 9 00 A. M., and 1 55 & 7 15 P. M. Distance, 12 miles.

Rochester & Charlotte Branch.—Trains leave Rochester for Charlotte at – — A. M., and – — & – — P. M.

Returning, leave Charlotte at – — A. M., and – — & – — P. M. Distance, 6 miles.

☞ *Express Trains to and from New York run through at Albany*, WITHOUT CHANGE OF CARS.
COMMODIOUS SLEEPING-CARS ARE ATTACHED TO THE NIGHT TRAINS, RUNNING EAST AND WEST.
☞ "Drawing-Room" Cars are run on the Day Express Trains East and West.
STANDARD OF TIME—*Albany time, which is* 21 *minutes faster than Buffalo time.*

ALBANY & SUSQUEHANNA RAILROAD.

(ALBANY TO BINGHAMTON.)

BROAD-GAUGE ROUTE TO THE WEST, SOUTH, AND SOUTHWEST.

J. H. Ramsey, President; J. R. Herrick, Vice-President; W. L. M. Phelps, Treasurer; J. W. Van Valkenburgh, Superintendent; S. E. Mayo, Gen. Ticket Agent; G. W. Church, Gen. Freight Agent; C. W. Wentz, Chief Engineer; R. C. Blackall, Master Mechanic and Master Car Builder, Albany, N. Y. [*Jan.* 14, 1869.

Trains Leave.					STATIONS.	Trains Arrive.				
Mxd.	Exp.	Exp.	Mxd.	Miles.		Miles.	Mxd.	Mxd.	Exp.	Exp.
P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.
5 30	2 00	10 00	7 30	0	..... **Albany** [1]	142	9 00	5 00	1 50	9 10
5 50			7 53	6	..... Adamsville	136	8 42	4 38		
5 55			8 01	7	.....Slingerlands.....	135	8 37	4 32		
6 10			8 25	11	....New Scotland....	131	8 25	4 16		
6 21			8 39	14	..... Guilderland.....	128	8 15	4 03		
6 45	2 43	10 44	8 55	17	.....Knowersville.....	125	8 05	3 48	1 10	8 22
7 02†				22	.....Knox.....	120	7 48†			
7 12			9 34	24	..... Duanesburg.....	118	7 42	3 20		
7 20	3 10		9 45	27	....Quaker Street....	115	7 33	3 10	12 45†	7 51
7 40	3 19		10 05	31	..... Esperance.....	111	7 21	2 29	12 35†	7 40
7 58	3 32	11 35	10 30	36	.... **Schoharie** [2]....	106	7 05	2 14	12 23	7 25
8 10†			10 43	39	.....Howe's Cave.....	103	6 43†	1 57		
8 38	3 55	11 58	11 10	45	.....Cobleskill.....	97	6 27	1 35	11 58	6 56
8 46	4 10	12 10	11 40	50	. **Richmondville** [3]..	92	6 10	1 05	11 40	6 40
8 55†				53	..... Carylville.....	89	6 00†			
9 10	4 28	12 25	12 30	57	...East Worcester [4]...	85	5 47	12 30	11 20	6 20
9 26	4 40	12 40	12 55	62	.....Worcester.....	80	5 32	11 55	11 08	6 05
9 42	4 53	12 52	1 22	67	.... **Schenevus** [5]....	75	5 17	11 32	10 54	5 50
9 50†				69	.....Chaseville	73	5 10†			
9 54	5 02	1 03	1 38	70	..... Maryland	72	5 07	11 15	10 44	5 39
10 17	5 20	1 20	2 12	76	.....**Colliers** [6]	66	4 45	10 42	10 27	5 20
10 25	5 28	1 28	2 26	79	..... **Emmons** [7]	63	4 37	10 28	10 20	5 12
10 35	5 45	1 45	2 50	82	..... **Oneonta** [8]	60	4 30	10 15	10 15	5 04
	6 05	2 06	3 26	90	.....**Otego** [9]	52		9 23	9 53	4 42
	6 15†	2 18†	3 47	95	.....Wells' Bridge....	47		8 57	9 41†	4 30†
	6 24	2 28	4 20	99	.....Unadilla.....	43		8 35	9 31	4 20
	6 34	2 38	4 40	103	.....**Sidney** [10]	39		8 13	9 21	4 07
	6 46	2 50	5 04	108	.....Bainbridge [11]....	34		7 47	9 09	3 53
	7 00	3 06	5 30	114	.....Afton	28		7 18	8 54	3 38
	7 15	3 20	6 00	120	....**Harpersville**...	22		6 48	8 40	3 20
	7 36	3 44	6 30	127	.....Tunnel	15		6 18	8 18	2 57
	7 54	4 04	6 59	132	....Osborn Hollow....	10		5 48	8 00	2 36
	8 10	4 20	7 20	136	.....Port Crane.....	6		5 28	7 47	2 22
	8 30	4 40	7 50	142	....**Binghamton** [12]..	0		5 00	7 25	2 00
P. M.	P. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	P. M.

† Stops on Signal only.

[1] Connects with New York Central, Boston, Northern, Harlem, and Hudson River Railways.

[2] Connects with Schoharie Valley and Middleburgh & Schoharie R.R., and Stages for Gilboa, Moresville, Roxbury, Livingstonville, Preston-Hollow, Cooksburgh, Durham, and Oakhill.

[3] Connects with Stages for Summit, Jefferson, Stamford, and Hobart.

[4] Connects with Stages for Charlotteville.

[5] Connects with Stages for Fergusonville, Davenport, and Bloomville.

[6] Connects with Stages for Cooperstown.

[7] Connects with Stages for Delhi.

[8] Connects with Stages for Morris and New Berlin.

[9] Connects with Stages for Franklin and Walton.

[10] Connects with Stages for Norwich.

[11] Connects with Stages for Norwich, Greene, Oxford, Coventy, and Guilford.

[12] Connects with Erie Railway Trains to and from the Southern tier Counties, and to the West and Southwest; also connects with Delaware, Lackawanna & Western Railway.

MAP OF THE
LAKE SHORE
AND
MICHIGAN SOUTHERN
RAILROAD LINE
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
WISCONSIN
MICHIGAN
CANADA
ONTARIO
MONTREAL
OTTAWA
Prescott
Kingston
Toronto
Hamilton
Buffalo
Rochester
Oswego
Syracuse
Utica
Albany
Troy
Boston
Portland
Concord
Hartford
New York
Brooklyn
Newark
Camden
Philadelphia
Baltimore
Washington
Annapolis
Harrisburg
Pittsburg
Cleveland
Toledo
Detroit
Chicago
Milwaukee
Cincinnati
Louisville
Lexington
Frankfort
Nashville
Memphis
Cairo
St. Louis
Richmond
Petersburg
Norfolk
Raleigh
Goldsboro
Weldon
Gosport
Portsmouth
Lynchburg
Wheeling
Harpers F.
Winchester
Alexandria
Fredericksburg
Charlottesville
Chambersbg.
Hopewell
Belpre
Marietta
Parkersburg
Grafton
Cumberland
Salisbury
Dover
Lansing
Jackson
Ann Arbor
Adrian
Monroe
Toledo
Cleveland
Sandusky
Springfield
Dayton
Columbus
Indianapolis
Terre Haute
Lafayette
Peoria
Galena
Dubuque
Milwaukee
Racine
Kenosha
Sheboygan
Green Bay
Fond du Lac
Portage
Madison
Janesville
Beloit
Rockford
Freeport
Dixon
Joliet
Aurora
Galesburg
Quincy
Keokuk
Burlington
Davenport
Dubuque
Cairo
Paducah
Columbus
Bowling Green
Nashville
Columbia
Memphis
Jackson
Vicksburg
Natchez
Mobile
New Orleans
Pittsburg
Wheeling
Cincinnati
Louisville
Lexington
Frankfort
Evansville
Terre Haute
Indianapolis
Springfield
Decatur
Alton
St. Louis
Cairo
Paducah
Columbus
Bowling Green
Nashville
Columbia
Memphis
Jackson
Vicksburg
Natchez
Mobile
New Orleans
Pittsburg
Wheeling
Cincinnati
Louisville
Lexington
Frankfort
Evansville
Terre Haute
Indianapolis
Springfield
Decatur
Alton
St. Louis
Cairo
Paducah
Columbus
Bowling Green
Nashville
Columbia
Memphis
Jackson
Vicksburg
Natchez
Mobile
New Orleans
N
W
E
S

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY LINE.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY LINE commences at Buffalo, passes along the south shore of Lake Erie, through Dunkirk, Erie, Cleveland, and Toledo, terminating at Chicago—a distance of 538 miles. This great thoroughfare was opened for business in the summer of 1852, and was the first line of railway in successful operation, connecting the Atlantic Cities with the Great West. In all of its appointments it stands unequaled, and has ever been regarded by the traveling public as the favorite route between the East and the West.

At *Buffalo*, trains upon this line connect in Union Depot with trains of the New York Central Railway, thus forming a direct and desirable route between Niagara Falls, Rochester, Syracuse, Rome, Utica, Schenectady, Albany, Troy, Saratoga, New York, Boston, the New England States, and all points West. A connection is also made at Dunkirk and Buffalo with the Erie Railway for Hornellsville, Corning, New York, Boston, and intermediate points.

At *Niagara Falls*, passengers make a direct connection, morning and evening, with trains of this Line. Passengers *via* River St. Lawrence and Lake Ontario steamers take New York Central cars at Lewiston, and thence to Buffalo.

At *Dunkirk*, passengers from New York, Boston, and intermediate points *via* New York & Erie Railway, connect in Union Depot with trains of this line.

At *Cleveland*, passengers for the South and Southwest connect in Union Depot with trains of the Cleveland, Columbus & Cincinnati Railway, and Sandusky, Dayton & Cincinnati Railway; also with Cleveland & Pittsburg Railway, for all points in Pennsylvania.

At *Monroeville*, with San., Mans. & Newark R'way, for Mt. Vernon, Newark, Zanesville, Wheeling, &c.

At *Clyde*, with Cincinnati, San. & Clevel'd Railway, for Sandusky, Springfield, Dayton, Cincinnati, &c.

At *Toledo*, trains connect in Union Depot with Toledo & Wabash Railway, for Fort Wayne, Lafayette, Danville, Springfield, and the Southwest; also, with Express Trains for Detroit and Jackson.

At *Chicago*, trains are arranged so as to connect, morning and evening, with all the various lines from and to the West, North, and South.

☞ Baggage checked through between the principal points East and West.

LUXURIOUS SLEEPING CARS accompany all night trains, and will run through between *Cleveland and Chicago without change*, making but *one change* between Buffalo and Chicago.

WESTWARD TRAINS.

From Buffalo.—*Morning Express*, 6 30 a. m., reaches Dunkirk at 8 30 a. m., Erie 10 20 a. m. (connecting at Erie with Erie and Pittsburg train, arriving at Pittsburg at 6 00 p. m.), Cleveland 2 05 p. m. (dinner), Toledo 7 40 p. m. (supper and sleeping car for Chicago without change), Chicago 6 30 a. m. This Train connects at Cleveland with *Express train for the South*, reaching Columbus 9 25 p. m., and Cincinnati 7 20 a. m.

Day Express, 12 25 p. m., reaches Dunkirk 2 05 p. m., Erie 3 45 p. m., Cleveland 7 30 p. m, (supper and sleeping car for Chicago without change), Toledo 12 35 a. m., Chicago 10 00 a. m. This Train connects at Cleveland with *Night Express for the South*, with sleeping car attached, arriving at Columbus at 1 45 a. m., Cincinnati 7 20 a. m., Pittsburg 9 00 p. m., Indianapolis 7 30 a. m., and St. Louis 8 50 p. m. This train runs daily.

Erie Accommodation, at 4 00 p. m., arriving at Erie 8 50 p. m.

Steamboat Express, 9 00 p. m. (connecting with trains arriving by N. Y. Central and Erie Railways), reaches Erie at 1 20 a. m., Cleveland 6 00 a. m., and Toledo 11 35 a. m. This train leaves every night except Saturday.

Night Express, 1 20 a. m., arrives at Dunkirk 2 45 a. m., Erie 4 40 a.m., Cleveland 7 50 a.m. (breakfast), Toledo 12 30 p.m. (dinner), Chicago 10 00 p. m. This Train connects at Cleveland with *Morning Express train for the South*, leaving at 8 20 a. m., reaching Columbus at 1 30 p.m., Cincinnati 6 30 p.m., Pittsburg 4 00 p m., Indianapolis 7 00 p. m., and St. Louis 8 00 a. m.—All the above Express Trains make convenient connection at Chicago with trains for the "West and Northwest."

From Cleveland.—*Sandusky Accommodation*, 4 00 p. m., arriving at Sandusky 6 50 p. m.

From Toledo.—*Air Line Accommodation*, leaves Toledo daily (except Saturday and Sunday) at 11 25 p. m., arriving at Elkhart 4 40 a. m.; leaves Elkhart daily (except Sunday and Monday) at 4 40 a. m., arriving at Chicago 8 50 a. m.

The 1 20 a. m. *Express* Train from Buffalo, Saturdays, will remain over Sunday at Cleveland. The 6 30 a. m. and 12 25 p. m. Trains go through to Chicago. Westward Trains from Buffalo leave on Buffalo time.

EASTWARD TRAINS.

From Chicago.—*Morning Express*, leaves at 8 00 a. m. via *Adrian*, arrives at Toledo at 5 00 p.m., at Cleveland 9 45 p.m. (supper), Erie 1 20 a. m., Dunkirk 3 20 a. m., Buffalo 4 45 a. m., Rochester 8 10 a. m. (breakfast), Albany 4 50 p. m., New York 10 30 p. m., Boston 6 00 a. m.

Steamboat Express, via *Air-Line*, leaves at 4 30 p. m. (with sleeping-car, without change for Cleveland), arrives at Toledo at 1 55 a. m., Cleveland 6 45 a. m. (breakfast), Erie 10 35 a. m., Dunkirk 12 37 p. m. (dinner), Buffalo 2 10 p. m., Rochester 5 25 p. m., Albany 2 55 a. m., New York 7 30 a. m.

Night, or *Cincinnati Express*, via *Main Line*, leaves at 9 00 p. m., arrives at Toledo 6 15 a m. (breakfast), leaves Toledo 7 00 a. m., arriving at Cleveland 11 40 a. m. (dinner), Erie 3 25 p. m. (supper), Dunkirk 5 27 p. m., Buffalo 7 00 p. m., Rochester 10 20 p. m., Albany 7 00 a. m., New York 1 30 p. m., Boston 3 50 p. m.

From Toledo.—*Day Express*, 10 30 a. m., arriving at Erie at 7 05 p. m., Buffalo at 10 45 p. m., Rochester 1 35 a. m., Albany 9 45 a. m., New York at 4 15 p. m., Boston 5 05 p. m.

Toledo and Detroit.—From Detroit, daily (except Sundays), at 7 00 a. m. and 2 15 & 5 30 p. m.; from Toledo at 5 25 a. m., and 12 55 & 7 50 p. m.

From Sandusky.—6 30 a. m., arr. at Cleveland 9 20 a. m.

From Cleveland.—*Accom. and Mail*, at 4 00 p. m., arriving at Erie at 7 05 p. m.

From Erie.—*Mail and Accommodation*, 6 00 a. m., arriving at Buffalo at 10 40 a. m.

Eastward Trains from Chicago leave on Chicago time.

☞ **For full Time Table of this Line, see next page.**

BUFFALO, *Nov.* 23, 1868. OTIS KIMBALL, Gen. Agent, Buffalo.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY LINE.

Buffalo & Erie Railway.—WILLIAM WILLIAMS, Pres.; CHAS. H. LEE, Vice-Pres.; and R. N. BROWN, Gen. Supt., Buffalo, N. Y.

Lake Shore Line (C., P. & A. and C. & T. R'ways).—A. STONE, Jr., Pres., and H. NOTTINGHAM, Gen. Supt., Cleveland, O.

Mich. So. & Nor. Ind. R'way.—E. B. PHILLIPS, Pres., Chicago, Ill. C. F. HATCH, Gen. Supt., Chicago, Ill.

OTIS KIMBALL, General Agent, Buffalo, N. Y. H. C. BARR, Agent, 247 Broadway, New York. G. M. GRAY, Western Agent, under Tremont House, Chicago. J. S. SMITH, Agent, Old State House, Boston.

Westward Trains.							Eastward Trains. [*Nov.* 30.				
Erie Accom.	Morn. Express.	Day Express.	St'boat Express.	Night Express.	Dist. from Buff.	STATIONS.	Dist. from Chic.	Night Express.	N. Y. Express.	St'boat Express.	Cincin. Express.	Erie Accom.
P. M.	A. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.	A. M.
4 00	**6 30**	**12 25**	**9 00**	**1 20**	0	.....**Buffalo**.....	538	**4 45**	**2 10**	**7 00**	**10 45**	**10 40**
4 45	7 02	1 00	9 35	1 47	15	.....North Evans.....	523	4 15	1 35	6 25	10 15	9 55
5 05	7 20	1 20	10 00	2 00	21	.....Angola..... ..	517	4 02	1 20	6 10	10 00	9 35
5 30	7 37				29	.....Irving.....	509					9 10
5 47	7 50	1 46	10 35	2 25	31	.....Silver Creek.....	507	3 40	12 57	5 47	9 35	9 00
6 25	8 30	2 05	11 00	2 45	40	..... **Dunkirk**	498	3 20	12 37	5 27	9 15	8 30
		2 20		3 03	48	.....Brocton.	490	3 03			8 57	
7 15	9 10	2 42	11 50	3 25	57	..... Westfield	481	2 43	12 00	4 50	8 37	7 35
7 40	9 30	2 57	12 15	3 45	65	.....Ripley.....	473	2 26	11 41	4 32	8 20	7 05
8 50	**10 20**	**3 45**	**1 20**	**4 40**	88	arr } ....**Erie**.... { lve	450	**1 40**	**10 55**	**3 45**	**7 30**	**6 00**
P. M.	**10 10**	**4 00**	**1 20**	**4 30**		lve } { arr		**1 20**	**10 35**	**3 25**	**7 05**	A. M.
	10 45	4 29	2 18	5 01	103	..... Girard	435	12 45	10 01	2 51	6 32	
	11 16	4 55	2 54	5 30	115	..... Conneaut	423	12 21	9 32	2 27	6 11	
	11 34	5 09	3 15	5 45	123	.....Kingsville.....	415	12 06	9 18	2 09	5 57	
	11 48	5 22	3 34	5 55	129	.....Ashtabula.....	409	11 51	9 02	1 55	5 43	
	12 12	5 44	4 00	6 17	138	..... Geneva	400	11 31	8 44	1 34	5 25	
	12 22	5 52	4 09	6 24	141	.....Unionville	397	11 25	8 37	1 28	5 20	
	12 27	5 59	4 15	6 29	143	.....Madison.....	395	11 21	8 33	1 24	5 16	
	12 54	6 24	4 45	6 49	154	..... Painesville	384	10 59	8 09	12 59	4 54	
	1 22	6 51	5 11	7 13	165	..... Willoughby.....	373	10 39	7 49	12 38	4 36	
	1 42	7 10	5 35	7 30	174	.....Euclid.....	364	10 20	7 30	12 20	4 18	
	2 05	**7 30**	**6 00**	**7 50**	183	arr } .**Cleveland.** { lve	355	**10 00**	**7 10**	**12 00**	**4 00**
	2 30	**8 20**	**6 30**	**8 00**		lve } { arr		**9 45**	**6 45**	**11 40**	**3 30**
	3 10	8 54	7 10	8 30	196	..... .Berea.....	342	9 11	6 06	11 02	2 48
	3 40	9 17	7 42	9 06	208	.....Elyria.....	330	8 43	5 36	10 32	2 12
	4 03	9 38	8 06	9 29	214	..... Oberlin	322	8 25	5 16	10 13	1 52
	4 14	9 45	8 16	9 37	221	.....Kipton.....	317	8 16	5 07	10 04	1 41
	4 26	9 54	8 27	9 46	226	.....Wakeman.....	312	8 06	4 57	9 54	1 29
	4 55	10 16	8 54	10 10	238	.....Norwalk	300	7 42	4 30	9 27	12 59
	5 11	10 29	9 10	10 24	242	.....**Monroeville**....	296	7 31	4 18	9 14	12 46
	5 29	10 45	9 37	10 40	250	.....Bellevue.....	288	7 16	4 03	8 56	12 29
	5 47	10 59	9 53	10 53	257	..... **Clyde**	281	7 02	3 48	8 39	12 10
	6 08	11 16	10 12	11 12	265	.....Fremont	273	6 41	3 30	8 18	11 48
	6 50	11 50	10 48	11 43	278	.....Elmore.....	260	6 18	3 04	7 48	11 15
	7 40	**12 35**	**11 35**	**12 30**	295	arr } .. **Toledo** .. { lve	243	**5 40**	**2 25**	**7 00**	**10 30**
	7 45	**12 35**	A. M.	**12 25**		lve } { arr		**5 00**	**1 55**	**6 15**	A. M.
	.....	.....	} Passengers by this train proceed West on the train leaving Toledo at 12 35 P. M.		304	.....Holland.....	234	.....		.....	
				1 23	319	.....Swanton.....	219		12 55		
				1 41	327	.....Wauseon.....	211		12 38		
					335	.....Archbald.....	203				
				2 14	341	..... Stryker	197		12 04		
				2 31	349	.....Bryan.....	189		11 46		
				2 52	359	..... Edgerton.....	179		11 23		
				3 28	373	.....Waterloo.....	165		10 50		
				4 17	391	.....Brimfield.....	147		10 02		
				4 37	403	.....Ligonier.....	135		9 42		
				5 09	417	.....Goshen.....	121		9 09		
	8 15	1 02		.....	305	.....Sylvania.....	233	4 34		5 50	
	8 50				322	.....Palmyra	216				
	9 10	1 55			327	..... Adrian	211	3 45		4 55	
	10 08	2 40			344	..... Hudson	194	3 03		4 21	
	10 52	3 14			360	.....Hillsdale	178	2 31		3 46	
	11 05	3 23			365	..... Jonesville.....	173	2 22		3 36	
	11 48	4 00			383	.....Coldwater.....	155	1 48		2 58	
	12 30				400	..... Burr Oak	138			2 18	
	12 45	4 48			407	..... Sturgis	131	12 56		2 04	
	1 12	5 12			418	.....White Pigeon.....	120	12 32		1 37	
	1 40				429	.....Bristol.....	109			1 12	
	2 00	5 50		5 36	437	..... Elkhart.....	101	11 55	8 45	12 55	
	2 32			6 02	448	..... Mishawaka	90	11 19	8 15		
	2 42	6 40		6 12	452	..... South Bend	86	11 10	8 06	12 19	
	3 16	7 07		6 42	465	.....Carlisle.....	73	10 45	7 36	11 51	
	3 55	7 40		7 35	479	.....La Porte.....	59	10 17	6 45	11 15	
	4 40			8 16	497	.....Coffee Creek.....	41	9 36	6 05		
	6 03	9 30		9 35		....Chicago Junction ...		8 26	4 55	9 30	
	6 30	**10 00**		**10 00**	533	.....**Chicago**.....	0	**8 00**	**4 30**	**9 00**	
	A. M.	A. M.		P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.	

Trains between Buffalo and Erie are run by Buffalo Time; between Erie and Toledo by Columbus Time; and between Toledo and Chicago by Chicago Time.

Via Adrian

Via Adrian

Via Air Line

Via Adrian

Via Adrian

Via Air Line

ERIE & PITTSBURG RAILWAY.

W. L. SCOTT, Pres., Erie, Pa. JOHN J. LAWRENCE, Gen. Supt., Erie, Pa. J. A. BURCH, Gen. Ticket Agent, Buffalo, N. Y. [*Nov.* 22.

Going South. Acc.	Exp.	Mls.	STATIONS.	Mls.	Going North. Exp.	Acc.
A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
	10 25	0	.....**Erie** [1]	98	2 30	
	10 46	11	.....Fairview.....	87	2 07	
	10 55	15	.....Girard [2]....	83	1 58	
	11 25	26	.....Albion.....	72	1 30	
	11 50	35	...Conneautville..	63	1 05	
	11 59	39	.....Summit.....	59	12 56	
	12 10	43	.... Linesville....	55	12 45	
	12 23	47	.... Espyville	51	12 34	
	12 50	56	ar { **James-** } lv	42	12 10	
4 30	1 15		lv { **town** [3] } ar		11 45	9 40
4 49	1 35	63	.. .Greenville [4]...	35	11 27	9 19
5 06	1 55	68	A.& G.W. Transfer	30	11 10	9 00
5 15	2 03	71	.....Clark's.....	27	11 01	8 51
5 26	2 10	74	....Sharpsville....	24	10 53	8 42
5 40	2 20	77	.....**Sharon**.....	21	10 43	8 30
5 50	2 27	80	....Wheatland.....	18	10 36	8 22
6 03	2 37	83	... Middlesex....	15	10 27	8 13
6 20	2 50	87	.....Pulaski.....	11	10 15	8 00
6 45	3 05	94	..Harbor Bridge..	4		7 38
7 00	3 15	98	..**New Castle** [5].	0	9 45	7 25
10 20	6 00	148	...**Pittsburg** [6] ..		7 15	1 20
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Philadelphia & Erie Railway.
2 Connects with Lake Shore & Mich. Southern Railway.
3 Connects with Jamestown & Franklin Express for Franklin and the Oil Regions.
4 Connects with Atlantic & Gt. Western Railway.
5 Connects with Pittsburg, Ft. Wayne & Chicago Railway.
6 Connects with Pennsylvania Central Railway.

CUMBERLAND & PENNSYLVANIA R'WAY.

JAMES MILHOLLAND, Pres., Mt. Savage, Md. JAS. S. MACKIE, Vice-Pres., New York. C. SLACK, Supt., Mt. Savage, Md. [*Sept.* 15.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 00	10 00	0	..**Cumberland**..	34	8 45	2 00
3 15	10 15	4	.. Kreighbaum's..	30	8 30	1 45
3 30	10 30	7	....Barrelville....	27	8 05	1 25
3 45	10 45	9	.**Mount Savage**.	25	7 55	1 15
4 30	11 30	17	.... Frostburg....	17	7 15	12 30
4 40	A. M.	20	...Borden Shaft...	14	6 40	P. M.
4 50		22	...Ocean Mines...	12	6 50	
5 15		25	..**Lonacoming**..	9	6 25	
5 35		29	.....Barton.....	5	6 05	
6 00		34	...**Piedmont**...	0	5 45	
P. M.			ARRIVE LEAVE		A. M.	

Connects with Baltimore & Ohio Railway at Cumberland, Md., and at Piedmont, W. Virginia

HEMPFIELD RAILWAY.

This road is now open from Wheeling, on the Ohio River, to Washington, Pa. (35 miles), where it forms a junction with the Chartiers Valley Railway.

OIL CREEK & ALLEGHENY RIVER RAILWAY.

EDWARD F. GAY, Pres.; F. A. PHILLIPS, Treas.; JNO. F. MCPHERSON, Sec.; H. F. SWEETSER, Gen. Supt.; and C. J. HEPBURN, Asst. Supt., Corry, Pa.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
1 50	6 50	0	..**Irvineton** [1]..	95	12 40	6 26
2 12	7 13	6	... Thompson's ...	89	12 19	6 05
2 40	7 40	15	.....Tidioute.....	80	11 53	5 37
3 29	8 31	30	.....Tionesta.....	66	11 01	4 46
3 52	8 55	37	.... President	58	10 37	4 22
4 07	9 10	41	.....Oleopolis.....	54	10 23	4 07
4 25	9 28	47	....Rockwood....	49	10 04	3 47
4 41	9 46	50	.... **Oil City** [2]...	45	9 51	3 35
4 57	10 02	53	....Rouseville....	42	9 31	3 15
5 08	10 12	56	....Tarr Farm....	40	9 20	3 04
5 18	10 22	57	.Petrol'm Centre.	38	9 07	2 55
5 21	10 25	58	..**Boyd Farm**..	37	9 03	2 51
5 26	10 30	59	..... Pioneer.....	36	8 59	2 45
5 37		61	.... **Shaffer**	34	8 50	
5 42	10 45	62	...Miller Farm...	33	8 45	2 30
6 10	11 10	68	....**Titusville**...	27	8 25	2 10
6 20	11 20	71	.... Hydetown....	24	8 03	1 52
	11 36	76	....Tryonville	19		1 35
	11 46	79	....Centreville....	16		1 25
7 20	12 11	86	...Spartansburg...	9	7 01	1 00
7 53	12 40	95	.....**Corry** [3].....	0	6 25	12 20
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Accom. Train leaves Corry at 5 25 p. m., arriving at Oil City at 8 35 p. m.

Leaves Oil City for Corry at 6 27 a. m., arriving at Corry at 9 26 a. m. [*Nov.* 30.

1 Connects with Philadelphia & Erie Railway.
2 Connects with Franklin Br. of At. & Gt. Western Railway.
3 Connects with Phila. & Erie and At. & Gt. Western Railways.

BUFFALO, CORRY & PITTSBURGH R'WAY.

WM. G. FARGO, Pres., Buffalo. A. R. TREW, Supt, Mayville, N. Y. J. A. BURCH, Gen. Ticket Agt., Buffalo, N. Y. [*Nov.* 23.

Acc.	Exp.	Mail.	Mls	STATIONS.	Mls	Exp.	Mail.	Acc.
P. M.	P. M.	A. M.		LEAVE ARRIVE		M.	P. M.	P. M.
7 00	2 35	9 00	0	....**Brocton** 1....	43	12 00	4 50	7 00
8 10	3 25	10 00	14	.....Mayville 2.....	29	11 10	3 25	5 50
8 55	4 00	11 07	24	.....Sherman.....	19	10 35	2 35	5 00
9 45	4 38	11 55	35	..... Clymer	8	9 55	1 50	4 05
10 10	5 05	12 25	43	.....**Corry** 3.. ...	0	9 30	1 15	3 30
P. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

1 Connects with Lake Shore Line to and from Buffalo.
2 Connects with Steamers on Chautauqua Lake.
3 Connects with Oil Creek Railway for Titusville, &c.

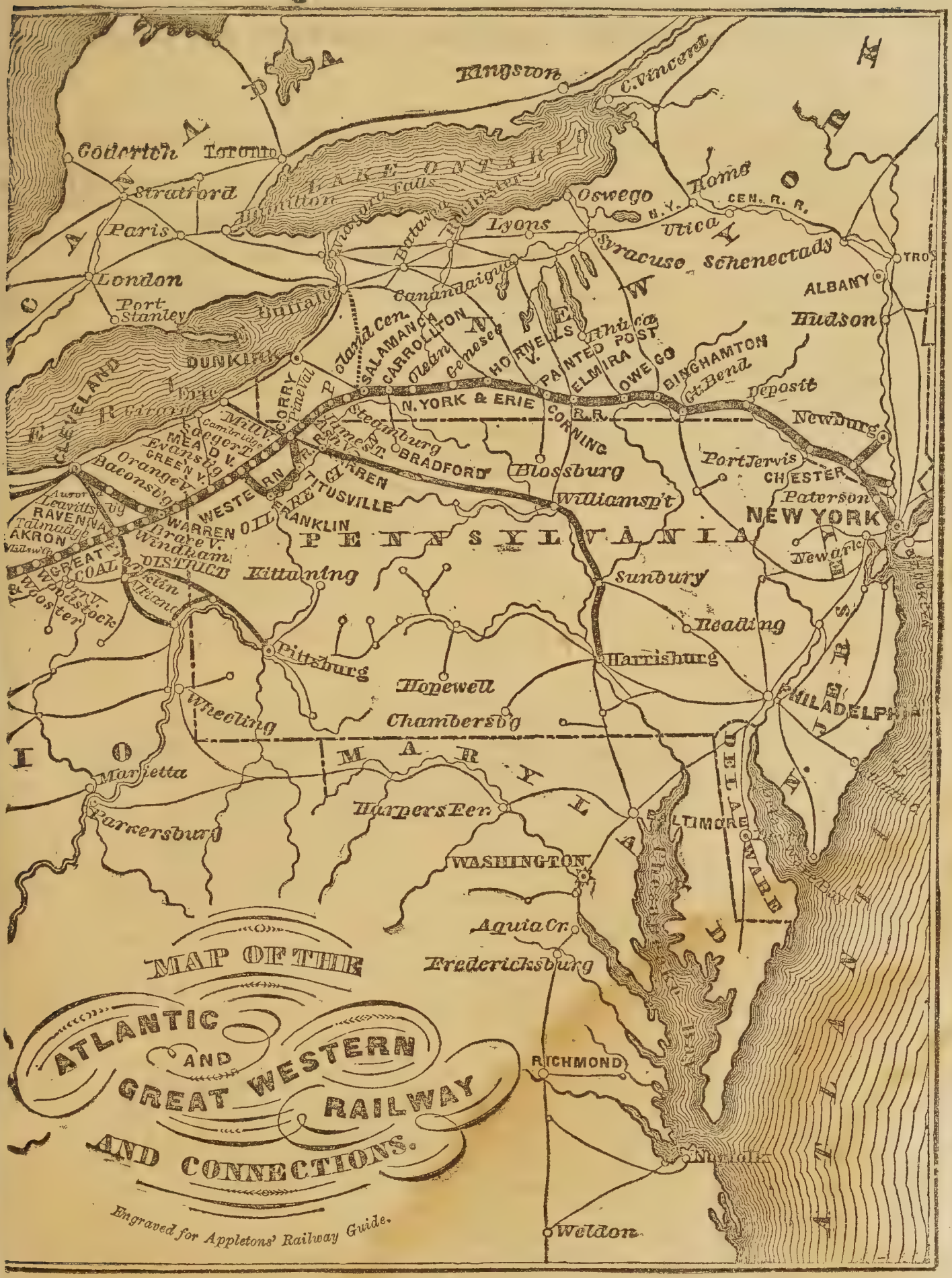
OIL CITY & PITHOLE BRANCH RAILWAY.

GEO. V. FORMAN, Receiver; H. F. O'NEAL, Treas. and Auditor; and W. W. BRONSON, Supt., Oil City, Pa. [*Aug.* 8.

Trains leave Pithole for Prather's Mills, Wood's Mills, Bennett's Mills, and Oleopolis, at 8 00 a. m. and 2 30 p. m. Returning, leave Oleopolis at 10 05 a. m. and 4 05 p. m. Distance, 7 miles.

Connects at Oleopolis with Oil Creek & Allegheny River Railway.

Green Bay
La Crosse
Berlin
WISCONSIN
Prairie du Chien
Madison
Dubuque
Savanna
Fulton
Freeport
Monmouth
Rock Id.
Joliet
Bureau
Gilman
Chenoa
Peoria
Bloomington
ILLINOIS
Decatur
Tolono
Naples
Springfield
Pana
ALTON
ST. LOUIS
MISSISSIPPI RIVER
Cairo
Ohio City
Buffington
Centralia
Carlyle
ANDOVAL
Odin
Clay City
Olney
Lawrenceville
VINCENNES
Washington
Mitchell
Evansville
Henderson
Mumfords V.
PADUCAH
Columbus
Ft. Henry
Union Cy.
Donelson
NASHVILLE
Bowling Green
Cumberland R.
Barbours T.
Lexington
Frankfort
Louisville
Bards T.
Danville
Lebanon
New Albany
Jefferson V.
Madison
Brownst.
Seymour
N. Vernon
Delaware
Ironton
Portsmouth
Chillicothe
Hillsboro
CINCINNATI
Lockland
HAMILTON
Carlisle
DAYTON
Richmond
Terre Haute
Greencastle
INDIANAPOLIS
Anderson
Muncie
Piqua
Sidney
BELLEFONTAINE
URBANA
Union
Lima
Marion
Caledonia
Galion
Mansfield
Ashland
Ontario
Sandusky
Toledo
Adrian
Elkhart
Jackson
Lansing
Detroit
Saginaw
Sarnia
Port Huron
Grand Haven
Chicago
Milwaukee
Racine
Logansport
Peru
Lafayette
Ft. Wayne
Forrest
Newark
Columbus
Springfield
Xenia
Richwood
Mary V.
Newton
MICHIGAN
OHIO
KENTUCKY
TENNESSEE
ATLANTIC
ILL. CEN. R.
IND. CEN. R.
CIN. & CHI.
CH. R. R.
MICH.
SOUTHN.
R. R.
MI. SN. & N. IND.
P. FT. W. R.
CLEV. CY. & TOL. R. R.
BELF. R.
T. H. & RICHD.
CHICAGO
VINCENNES
OHIO & MISS.
MITCHELL
EV. V. & C. V.
WABASH
PAD.
VIN.
NASH. V. R. R.
L. & N.
CENT. L.
ST. L. & TR. DF.
MILTON
T. & ALT.
ALT. & ST. L. R. R.
E. St. Louis
St. Louis
Mt. Vernon
Cairo
Mem. & C. V.
To New Orleans


MAP OF THE
ATLANTIC
AND
GREAT WESTERN
RAILWAY
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
Kingston
C. Vincent
Goderich
Toronto
Stratford
Paris
London
Port Stanley
Hamilton
Niagara Falls
Buffalo
Batavia
Rochester
Oswego
Lyons
Utica
Rome
Syracuse
Schenectady
ALBANY
Hudson
Canandaigua
Ithaca
Elmira
Binghamton
Deposit
Newburg
Port Jervis
CHESTER
Paterson
NEW YORK
Newark
DUNKIRK
Erie
Meadville
Franklin
Titusville
Warren
Bradford
Salamanca
Olean
Corning
Hornellsville
Painted Post
Owego
Blossburg
Williamsp't
Sunbury
Reading
Harrisburg
Pittsburg
Hopewell
Chambersbg
Wheeling
Marietta
Parkersburg
Harpers Fer
WASHINGTON
Aquia Cr.
Fredericksburg
RICHMOND
Norfolk
Weldon
BALTIMORE
PHILADELPHIA
PENNSYLVANIA
MARYLAND
DELAWARE
N. YORK & ERIE R.R.
CORNING R.R.
N.Y. CEN. R.R.
Kittanning
Ravenna
Akron
Wooster
Woodstock
Brave V.
Windham
Franklin
Allianc
GREAT COAL DISTRICT
WESTERN
OHIO
Lake Ontario
Lake Erie
Chesapeake Bay
Delaware Bay
Atlantic Ocean

☞ For Map of this Line, see pages 130 & 131.

ATLANTIC & GREAT WESTERN RAILWAY, and Branches.

(CONSOLIDATED.)

LEASED BY THE ERIE RAILWAY COMPANY.

General Officers of the Line under the Lessees.—L. D. Rucker, Gen. Supt., Meadville, Pa. J. C. Calhoun, Auditor, New York City.

M. C. Whitbeck, Supt. Division 1, Jamestown, N. Y. C. W. Bradley, Supt. Division 2 and Franklin Branch, Meadville, Pa. T. A. Phillips, Supt. Divisions 3 and 4, Galion, O. O. S. Lyford, Supt. Mahoning Division, Cleveland, O. G. H. McKibbin, Purchasing Agent, Meadville, Pa.

Ticket and Freight Offices, 233 Broadway, New York.

☞ *Trains run daily (except Sunday) by Columbus, O., time, which is thirty-five minutes slower than New York time.* [*Nov.* 23.

☞ **Westward Trains.**

Acc.	Acc.	1 Day Exp.	3 Night Exp.	5 Mail.	Mls.	STATIONS.	Mls.	2 Cin. Exp.	4 Night Exp.	6 Mail.	26 Acc.	Acc.
		A. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	P. M.		
		8 00	6 30	10 00	0	ERIE R.R. .New York.	862	10 40	7 40	1 40		
		6 58	6 00	11 45	273	ERIE R.R. ... Elmira ...	589	11 45	8 43	1 30		
		11 54	11 10	5 45	414	ERIE R.R. ..Salamanca..	448	6 20	3 25	7 40		
		P. M.	A. M.	A. M.				A. M.	P. M.	P. M.		
		11 54	11 10	5 45	0	....**Salamanca** [1]....	448	5 45	2 50	7 00		
				5 50	2	.....Bucktooth.....	446			6 55		
				6 08	7	..... Red House	441			6 35		
				6 25	12	.....Steamburg.....	436			6 15		
			11 46	6 43	18	..... Randolph.....	430		2 15	5 57		
				7 08	25	.....Kennedy.....	423			5 30		
					32	.....Stock Yard.....	416					
		1 12	12 23	7 40	34	....**Jamestown** [2]...	414	4 30	1 40	4 58		
				8 00	41	.....Ashville.....	407			4 33		
			12 48	8 15	45	..... Panama.....	403			4 16		
					48	..... Allen's	400					
				8 37	51	..... Freehold	397			3 55		
				8 00	58	..... Columbus.....	390			3 33		
		2 12	1 30	9 20	61	.....**Corry** [3].....	387	3 32	12 45	3 21		
				9 38	66	.....Concord.....	382			3 00		
			1 57	10 00	72	.....Union.....	376		12 20	2 40		
				10 25	79	..... Mill Village.....	369			2 15		
				10 43	85	..... Miller's	363			1 56		
				10 55	88	.....Cambridge.....	360			1 44		
				11 06	92	.....Venango.....	356			1 32		
				11 27	97	.....Saegertown.....	351			1 15		
		3 45	3 10	11 45	103	ar / lv .**Meadville** [4] lv / ar	345	2 05	11 15	12 55	P. M.	
		3 50	3 30	11 55				2 00	11 10	12 46	11 40	
				12 22	110	..... Sutton's.....	338			12 22		
				12 45	115	.....Evansburg.....	333			12 02	10 45	
				1 05	121	.....Adamsville.....	327			11 43		
					123	.....Sugar Grove.....	325					
		4 50	4 30	1 37	129	.....**Greenville**.....	319	1 05	10 10	11 15	9 48	
		4 56	4 36	1 47	132	Erie & Pittsb. Crossing	316	12 54	10 02	11 05	9 35	
		5 06		2 00	137	.....Clarksville [5].....	311			10 55	9 20	
					139	.....Crawford's.....	309					
				2 25	142	..... Orangeville	306			10 30	8 50	
		5 26		2 35	145	.....Burghill.....	303		9 34	10 18	8 25	
		5 46		3 10	154	..... Baconsburg	294			9 45	7 25	
		6 04	5 48	3 35	162	.....**Warren**.....	286	11 51	8 56	9 15	6 30	
		6 25	6 05	3 55	164	....Leavittsburg [6]....	284	11 45	8 50	9 05	6 15	
		8 15	8 00	8 00	215	ar...**Cleveland** [7]...lv		9 45	6 50	6 50	3 30	
				4 08	169	.....Braceville	279			8 35	5 30	
		6 46	6 32	4 25	174	..... .Calhoun.....	274		8 00	8 15	5 08	
		7 02		4 45	179	..... Freedom.....	260			7 52	4 45	
		7 20	7 10	5 07	185	.....**Ravenna** [8].....	263	10 30	7 20	7 20	4 00	
		7 28	7 20	5 19	189	....C. & P. Crossing....	259	10 20	7 10	6 55	3 45	
		7 35	7 30	5 30	192	.....**Kent**.....	256	10 10	7 00	6 45	3 30	
		A. M.	P. M.	P. M.		ARRIVE LEAVE		P. M.	A. M.	A. M.	P. M.	

☞ **Eastward Trains.**

ATLANTIC & GREAT WESTERN RAILWAY.—(Continued.)

CONNECTIONS.

1 Junction of the Erie Railway, connecting with trains East and West. Express trains run through direct from New York to Cleveland and Cincinnati, and from Cincinnati and Cleveland to New York, without change of cars.
2 Connects with Steamer on Chautauqua Lake for Mayville, and points on the Lake Shore.
3 Junc. of the Phila. & Erie R'way, making direct connection with trains for Erie, Pa. Also with trains for Philadelphia.
3 Connects with Oil Creek & Allegheny River Railway for Titusville, and with the B. & O. C. C. C. R'way for Buffalo.
4 Connects with Franklin Branch for Franklin, Oil City, and Pithole City—the outlet of the great Oil Regions of Penn.
5 Connects with Erie & Pittsburg Railway. Passengers reach Pittsburg by this route.
6 Connects with *Local* trains on the Mahoning Division for *intermediate points* between Leavittsburg and Cleveland.—Also for Niles, Girard, and Youngstown, and with through trains for Pittsburg.
7 Connects with Cleveland & Toledo Railway, and Cleveland, Columbus & Cin. Railway, and with Detroit Steamers.
8 Connects with Cleveland & Pittsburg Railway. Passengers reach Pittsburg by this route, connections being made with Cleveland & Pittsburg Railway.
9 Connects with Cleveland, Zanesville & Cincinnati Railway.
10 Connects with Pittsburg, Fort Wayne & Chicago, and with Sandusky, Mansfield & Newark Railways.
11 Con. with Bellefontaine Line, and Cleveland, Columbus & Cincinnati Railway.
12 Connects with Columbus & Indianapolis, and Cincinnati, Day. & Eastern R'ways.
13 Connects with Dayton & Western, Dayton & Toledo, Cincinnati, Dayton & Eastern, Day. & Union, & Xenia & Day. R'ways.
14 Connects with Ohio & Mississippi, Indianapolis, Cincinnati & Lafayette, and Kentucky Central Railways; also with Louisville Steamers.

1 Exp.	3 Exp.	5 Acc.	Mls.	STATIONS.	Mls.	2 Exp.	4 Exp.	6 Acc.
A. M.	P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.	P. M.
7 40	7 40	3 30	191	.....**Kent**.....	256	10 00	6 50	2 15
7 55	7 55	4 00	198	.....Tallmadge....	250	9 43	6 33	1 37
8 09	8 09	4 25	202	.....**Akron** [9].....	246	9 28	6 18	1 16
8 23		4 55	208	...New Portage...	240	9 10	6 00	12 45
			215	...Silver Creek...	233			
8 44	8 42	5 43	216	...Wadsworth ...	232	8 42	5 38	11 50
9 08	8 08	6 38	226	.....Seville.....	222	8 17	5 10	10 50
9 22		7 08	232	.....Burbank.....	216	8 02	4 54	10 23
9 40	9 39	8 00	238	...West Salem...	210	7 45	4 40	9 47
9 57		8 45	245	.....Polk.....	203	7 07	4 20	8 53
10 16	10 20	9 36	252	.... **Ashland**....	196	6 46	3 58	8 15
10 37		10 42	261	..... Windsor.....	187	6 22		7 25
11 00	11 12	11 30	269	.. **Mansfield** [10]..	179	6 00	3 10	6 45
11 20		12 17	276	..... Ontario	172	5 38		6 05
11 45	12 04	3 15	284	.....**Galion**.....	164	5 15	2 27	5 25
12 11		4 18	295	.....Caledonia....	153	4 35		3 35
12 32	12 57	5 05	305	....**Marion** [11]...	143	4 10	1 28	2 50
12 47		5 37	310	.... Burwick	138	3 53		2 16
		6 00	315	....Woodland....	132	3 38		1 55
1 05	1 34	6 21	319	.....Richwood....	129	3 28	12 51	1 34
1 25		7 06	329	.....Newton.....	119	3 05		12 50
1 49		8 00	339	.North Lewisburg	109	2 33	12 01	12 01
2 01		8 26	343	.....Mingo	105	2 19	11 45	11 30
		8 41	346	. ...Kennard.....	102	2 09		11 17
		8 57	348	.....Kingston.....	99	2 00		10 57
2 26	2 50	9 18	353	ar / lv } **Urbana** [12] { lv / ar	95	1 50	11 20	10 35
2 41	2 55	9 50				1 30	11 10	9 45
2 55		10 25	359	... Bowlusville...	88	1 17	10 55	9 10
3 12	3 32	11 15	366	... Springfield ...	82	12 55	10 34	8 30
		11 35	370	.....Snyder's.....	78	12 45		8 10
		11 54	372	..... Enon	76	12 40		8 00
3 35	3 58	12 25	378	.....Osborne.....	70	12 25	10 04	7 30
4 10	4 45	1 30	388	....**Dayton** [13]...	60	11 55	9 30	6 30
6 55	6 55		447	.O. & M. Junction.	1	9 05	7 58	
7 00	7 00		448	.. **Cincinnati** [14].	0	9 00	7 10	
P. M.	A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

MAHONING DIVISION

Of the Atlantic & Great Western Railway.

L. D. Rucker, General Superintendent, Meadville, Pa. [*Nov.* 23.

8 Exp.	9 Exp.	1 Exp.	Mls.	STATIONS.	Mls.	4 Exp.	10 Exp.	2 Exp.
P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.
5 00	7 00		0	.**Youngstown** 1.	67	10 00	7 00	
5 06	7 05		3	.....Brier Hill....	64	9 52	6 52	
5 14	7 12		5	.....Girard.....	02	9 44	6 44	
5 27	7 23		9	.....Niles.....	58	9 30	6 30	
5 44	7 38		14	.....Warren.....	53	9 10	6 11	
6 05	7 47	6 15	17	...Leavittsburg 2...	50	8 50	6 00	11 40
	7 58		21	.....Phalanx.....	46		5 43	
	8 10		26	.....Windham.....	41		5 29	
6 34	8 20		30	...Garrettsville....	37	8 20	5 18	
6 50	8 43		36	.....Mantua.....	31	8 05	4 59	
	9 04		43	.....Aurora.....	24		4 40	
7 21	9 30	7 35	50	.....Solon.....	17	7 35	4 18	10 24
	9 45		55	....Plank Road....	12		4 03	
	10 02		61	.... Newburgh	6		3 48	
8 00	10 20	8 15	67	.. **Cleveland** 3 ..	0	6 50	3 30	9 45
P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.

1 Connects at Youngstown with Stages for New Castle, Poland, Lowell, Enon Valley, etc., and with Lawrence R'y for Pittsburg.
2 Connects with Main Line for points East and West.
3 Con. with Lake Shore R'y and steamers for all Lake ports.

FRANKLIN BRANCH

Of the Atlantic & Great Western Railway.

L. D. Rucker, General Superintendent, Meadville, Pa. [*Nov.* 23.

Meadville to Oil City. | Oil City to Meadville.

35 Acc.	33 Exp.	31 Exp.	Mls.	STATIONS.	Mls.	32 Exp.	34 Acc.	36 Acc.
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.
4 00	12 20	6 10	0	..**Meadville** 1 ..	36	11 40	7 10	11 20
4 15			1	...Water Street...	35			11 15
	12 36		3	.....Junction.	33			
			6	.....Shaw's.....	30			
5 23	1 10	7 00	11	....Cochranton....	25	11 00	6 20	
5 55	1 24	7 20	15	...Evan's Bridge...	21	10 45	5 55	
6 21	1 40	7 38	19	.....Utica.....	17	10 32	5 30	
6 47	1 57	8 00	25	....Sugar Creek....	12	10 13	5 00	
7 15	2 14	8 20	28	.....Franklin	8	10 01	4 40	8 55
7 35	2 28	8 45	34	.....Reno 2.....	2	9 43	4 15	8 25
7 50	2 45	9 00	36	....**Oil City** 3....	0	9 30	4 00	8 10
P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.

1 Connects with Main Line for points East and West.
2 Connects with Reno, Pithole, and Oil Creek Railway.
3 Connects with Pithole & Oil City Railway, and with the Oil Creek & Allegheny River Railway.

PHILADELPHIA & READING RAILWAY.

CHAS. E. SMITH, Pres., Philadelphia. G. A. NICOLLS, General Supt., Reading, Pa. JOHN WELCH, Gen. Ticket Agent, and JOHN S. HILLIS, Gen. Freight Agent, Phila. [*Dec.* 14.

Philadelphia to Pottsville.

Ac.	Ac.	Acc.	Way.	Mail.	Exp.	Exp.	Mls.	STATIONS.
A.M.	P.M.	P. M.	P. M.	A. M.	P. M.	A. M.		LEAVE ARRIVE
6 15	4 00	4 45	12 30	7 30	3 30	8 15	0	**Philadelphia**[1]
7 08	4 32	5 17	1 09	8 03			8	....Manayunk....
7 38	4 50	5 35	1 39	8 19			14	..Conshohocken..
8 02	5 02	5 47	2 00	8 29	4 21	9 05	17	..**Norristown**[2]..
A.M.	5 16	6 00	2 20	8 41			22	..Port Kennedy..
	5 22	6 05	2 30	8 46			24	...Valley Forge...
	5 38	6 18	2 56	8 58	4 45	9 30	28	.. **Phœnixville**..
	5 50	6 31	3 16	9 11			32	..Royer's Bridge..
	5 59	6 38	3 26	9 17			34	.....Limerick.....
	6 15	6 54	3 56	9 34	5 13	9 58	40	...**Pottstown**...
	P.M.	7 05	4 18	9 44			45	...Douglasville...
		7 16	4 40	9 55	5 32		49	....Birdsboro'....
		7 40	6 00	10 20	6 00	10 40	58	....**Reading**[3]...
		P. M.	6 38	A. M.		11 03	66	.....Leesport.....
			6 49			11 12	69	....Mohrsville....
	Ac.	Acc.	7 12			11 30	75	.... Hamburg ....
	P.M.	A. M.	7 27		6 49	11 40	78	.**Port Clinton**[4].
	6 25	8 42	7 45		7 01	11 55	83	....**Auburn**[5]....
	6 34	8 51	7 57			12 04	86	... Orwigsburg ...
	6 43	9 01	8 10		7 18	12 13	89	Schuylkill Haven[6]
	7 00	9 17	8 30		7 35	12 25	93	...**Pottsville**[7]...
	P.M.	A. M.	P. M.		P. M.	P. M.		ARRIVE LEAVE

Pottsville to Philadelphia.

Mls.	Mail.	Exp.	Mail.	Way.	Acc.	Ac.	Ac.
	P. M.	P. M.	P. M.	P. M.	A. M.	A.M.	P.M.
93	1 00	6 45	9 25	4 30	10 20	9 10	5 27
86			8 51	3 50	9 49	8 36	4 38
80			8 32	3 23	9 31	8 17	3 57
76	12 10	5 54	8 20	3 05	9 20	8 05	3 35
72			8 08	2 40	9 07	7 47	P.M.
70			8 03	2 29	9 01	7 40	
66	11 44	5 30	7 50	2 06	8 45	7 23	
61			7 38	1 37		7 10	
59			7 33	1 23		7 01	
53	11 15	5 02	7 19	12 55	8 13	6 45	
49			7 08	12 27	8 02	A.M.	
44	10 54		6 56	12 00	7 51		
35	10 35	4 25	6 35	11 15	7 30		
27	10 11	4 03	P. M.	9 15	A. M.		
25	10 04	3 56		9 06			
18	9 47	3 40		8 45		Ac.	Ac.
15	9 38	3 32		8 32		A.M.	P.M.
10	9 24	3 18		8 13		7 45	12 05
7	9 15	3 10		8 02		7 36	11 56
4	9 05	3 03		7 51		7 27	11 47
0	8 45	2 45		7 30		7 10	11 30
	A. M.	P. M.		A. M.		A.M.	A.M.

Sunday Trains leave Philadelphia for Reading at 8 00 A. M.; for Pottsville, at 3 15 P. M.
" " leave Pottsville for Philadelphia at 8 00 A.M.; Reading for Philadelphia at 4 25 P.M.

1 Railways diverging from Philadelphia.
2 Connects with Philadelphia, Germantown & Norristown, and Chester Valley Railways.
3 Connects with Lebanon Valley Branch, and E. Penn. Railways.
4 Connects with Little Schuylkill, and Catawissa Railways.
5 Connects with Dauphin & Susquehanna Railway.
6 Connects with Mine Hill & Schuylkill Haven Railway.
7 Connects with Port Carbon and Schuylkill Valley Railways.

LEBANON VALLEY BRANCH RAILWAY.

G. A. NICOLLS, Gen. Supt., Reading, Pa. [*Dec.* 21.

Reading to Harrisburg.

Exp.	Mail.	Fast	Mail.	Acc.	Em'g	Exp	Mls.	STATIONS.
P. M.	P. M.	P.M.	A. M.	A. M.	A. M.	A.M.		LEAVE ARRIVE
10 19	6 05	1 50	10 45	7 15	3 00	1 05	58	.... **Reading**[1]...
	6 39	2 17		7 46			71	....Robesonia....
	6 46		11 22	7 52			73	...Womelsdorff..
11 06	7 05	2 34	11 39	8 09			80	....Myerstown....
11 19	7 24	3 08	11 58	8 26	4 21	2 10	86	....**Lebanon** ...
	7 50	3 28	12 24	8 50			96	.....Palmyra.....
	8 08		12 40	9 07			103	..Hummelstown..
12 15	8 30	4 00	1 00	9 30	5 35	3 10	112	..**Harrisburg**[2]..
NI'HT	P. M.	P.M.	P. M.	A. M.	A. M.	A.M.		ARRIVE LEAVE

Harrisburg to Reading.

Exp	Fast.	Mail.	Exp.	Mail.	Acc.	Exp.
A.M.	A. M.	A. M.	P. M.	P. M.	P. M.	A.M.
5 44	7 31	10 25	2 28	4 12	6 25	12 58
		9 53	2 03		5 53	
		9 47		3 39	5 47	
		9 31		3 24	5 31	
4 45	6 40	9 13	1 33	3 08	5 14	11 58
		8 50	1 12	2 45	4 49	
		8 33		2 28	4 32	
3 50	5 50	8 10	12 40	2 05	4 10	11 00
A.M.	A.M.	A. M.	P. M.	P. M.	P. M.	P. M.

1 Junction of Phila. & Reading Railway. 2 Connects with Pennsylvania, Northern Central, and Cumberland Valley Railways.

CHESTER VALLEY RAILWAY.—G. A. NICOLLS, Gen. Supt., Reading, Pa. [*Dec.* 14.

Trains leave Bridgeport for Henderson's, King of Prussia, Centreville, Howellville, Paoli Road, Lee's, Valley Store, Mill Lane, White Horse, Exton, Oakland, Baldwin's, and Downingtown, at 8 45 A. M. and 2 05 & 5 05 P. M. Leave Downingtown at 6 30 A.M. and 12 45 & 5 15 P.M. Distance, 21½ miles. Fare, 40 cents. Connects at Bridgeport with Phila. & Reading R'way; at Downingtown, with Pennsylvania R'way.

CUMBERLAND VALLEY RAILWAY.

FRED. A. WATTS, President, Carlisle, Pa. O. N. LULL, Supt., Chambersburg, Pa. [*Sept.* 14.

☞ Harrisburg to Hagerstown.

Exp.	Mail.	Acc.	Mls.	STATIONS.	Mls.
P. M.	P. M.	A. M.		LEAVE ARRIVE	
4 15	1 30	8 00	0	.. **Harrisburg** ..	74
4 25	1 40	8 10	1	... Bridgeport ...	73
4 36	1 52	8 22	5	. Shiremanstown .	69
4 47	2 02	8 33	9	. Mechanicsburg .	65
4 55	2 11	8 41	13	.....Kingston.....	61
5 03	2 19	8 50	15	....Middlesex....	59
5 17	2 34	9 10	18	.....**Carlisle**....	56
5 27	2 46	9 21	23	....Good Hope....	51
5 35	2 55	9 28	26	.....Alterton	48
5 50	3 10	9 45	30	.....Newville.....	43
6 00	3 21	9 57	35	.....Oakville.....	40
6 17	3 40	10 19	41	.. Shippensburg ..	33
6 35	4 00	10 35	47	..... Scotland	27
6 45	4 10	10 45	52	ar } Chambers- { lv	22
P. M.	4 20	10 46		lv } ...burg ... { ar	
	4 40	11 00	58	.....Marion.....	16
	5 56	11 14	63	....Greencastle...	11
	5 10	11 27	68	....State Line ...	6
	5 15	11 32	70	... Morgantown ..	4
	5 25	11 42	74	..**Hagerstown**..	0
	P. M.	A. M.		ARRIVE LEAVE	

Hagerstown to Harrisburg. ☞

Exp.	Mail.	Acc.
A. M.	A. M.	P. M.
7 15	11 55	3 44
7 05	11 43	3 31
6 55	11 32	3 19
6 47	11 24	3 12
6 36	11 08	3 00
6 28	11 00	2 52
6 18	10 50	2 45
6 03	10 32	2 23
5 56	10 25	2 16
5 45	10 14	2 05
5 28	9 57	1 47
5 14	9 40	1 32
4 55	9 20	1 10
4 45	9 10	1 00
A. M.	9 05	12 55
	8 48	12 35
	8 35	12 23
	8 15	12 10
	8 10	12 05
	8 00	11 55
	A. M.	NOON

CONNECTIONS.

[1] Connects with Pennsylvania Central, Northern Central, Lebanon Valley and the Schuylkill & Susquehanna Railways.

[2] Connects with daily Coaches to Mercersburg and Waynesboro', Pa.

[3] Connects with Washington Co. and Baltimore & Ohio Railways.

WASHINGTON COUNTY RAILWAY.

Trains leave Hagerstown for Weaverton at 10 50 a. m. and 3 30 p. m.

Returning, leave Weaverton for Hagerstown at 6 45 a. m. and 1 10 p. m.

CAMDEN & ATLANTIC RAILWAY.

R. FRAZER, President, Philadelphia, Penn.
G. W. N. CUSTIS, Gen. Supt., Camden, N. J.
H. WHITEMAN, Sec. & Treas., Phila. [*Oct.* 26.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 45	7 30	0	..**Philadelphia**.. (*Steam Ferry to*)	60	9 25	6 25
4 00	7 45	1	**Cooper's Point**	59	9 10	6 10
4 20	8 15	8	...Haddonfield ...	52	8 52	5 44
4 30	8 31	11	.....Ashland.....	49	8 42	5 28
4 36	8 36	13	... White Horse ..	47	8 36	5 18
4 51	9 04	18	.....Berlin	42	8 21	4 51
4 59	9 18	20	.....Atco.....	40	8 13	4 41
5 12	9 41	24	.. **Waterford** ..	36	8 02	4 23
5 18	9 51	26	..Spring Garden..	34	7 54	4 08
5 26	10 05	28	.... Winslow	32	7 46	3 55
5 35	10 20	31	...Hammonton...	29	7 37	3 40
5 42	10 32	33	.....Da Costa.....	27	7 30	3 28
5 55	10 58	38	.....Ellwood[1]....	22	7 17	3 07
6 07	11 17	42	...Egg Harbor[2]...	18	7 05	2 48
6 23	11 43	48	.....Pomona.....	12	6 49	2 22
6 39	12 11	53	.....Absecon[3]	7	6 35	1 59
6 58	12 35	60	.....**Atlantic**....	0	6 12	1 25
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Accom. Train leaves Cooper's Point at 6 15 p.m. Returning, leaves Atco at 6 26 a.m.

Haddonfield Accom. Trains leave Cooper's Point at 10 30 a.m. and 2 15 p.m. Returning, leave Haddonfield at 1 00 & 3 15 p.m.

[1] Stage daily to Tuckerton, Manahawkin, Barneygatt, Wiretown, Forked River, Cedar Creek, &c.

[2] Stage daily to May's Landing and Tuckahoe: tri-weekly to Cape May and Court-house.

[3] Stage daily to Leed's Point, Somer's Point, Beesley's Point, English's Creek, &c.

SCHUYLKILL & SUSQUEHANNA RAILWAY.

CHAS. E. SMITH, Pres., Philadelphia. G. A. NICOLLS, Gen. Supt., Reading, Pa. U. R. TRACEY, Supt., Pine Grove, Pa. [*Nov.* 25.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
12 45	7 55	0	.... **Auburn**[1] ...	59	7 00	9 00
1 19	8 28	12	... White Horse...	47	6 23	8 28
1 40	8 48	18	....Pinegrove....	41	6 05	8 12
2 05	9 08	26	....Gold Mine....	33	5 37	7 40
P. M.	9 16	30	... Raush Gap....	29	5 26	A. M.
	9 22	33	...Cold Spring...	26	5 17	
	9 27	35	..Yellow Spring..	24	5 12	
	9 33	38	...Rattling Run...	21	5 05	
	10 08	51	.....Dauphin.....	8	4 25	
	10 15	54	.... Rockville.....	5	4 15	
	10 35	59	..**Harrisburg**[2].	0	3 55	
	A. M.		ARRIVE LEAVE		P. M.	

[1] Connects with Philadelphia & Reading Railway.

[2] Connects with Penn. Central, Northern Central, Cumberland Valley, and Lebanon Valley Railways.

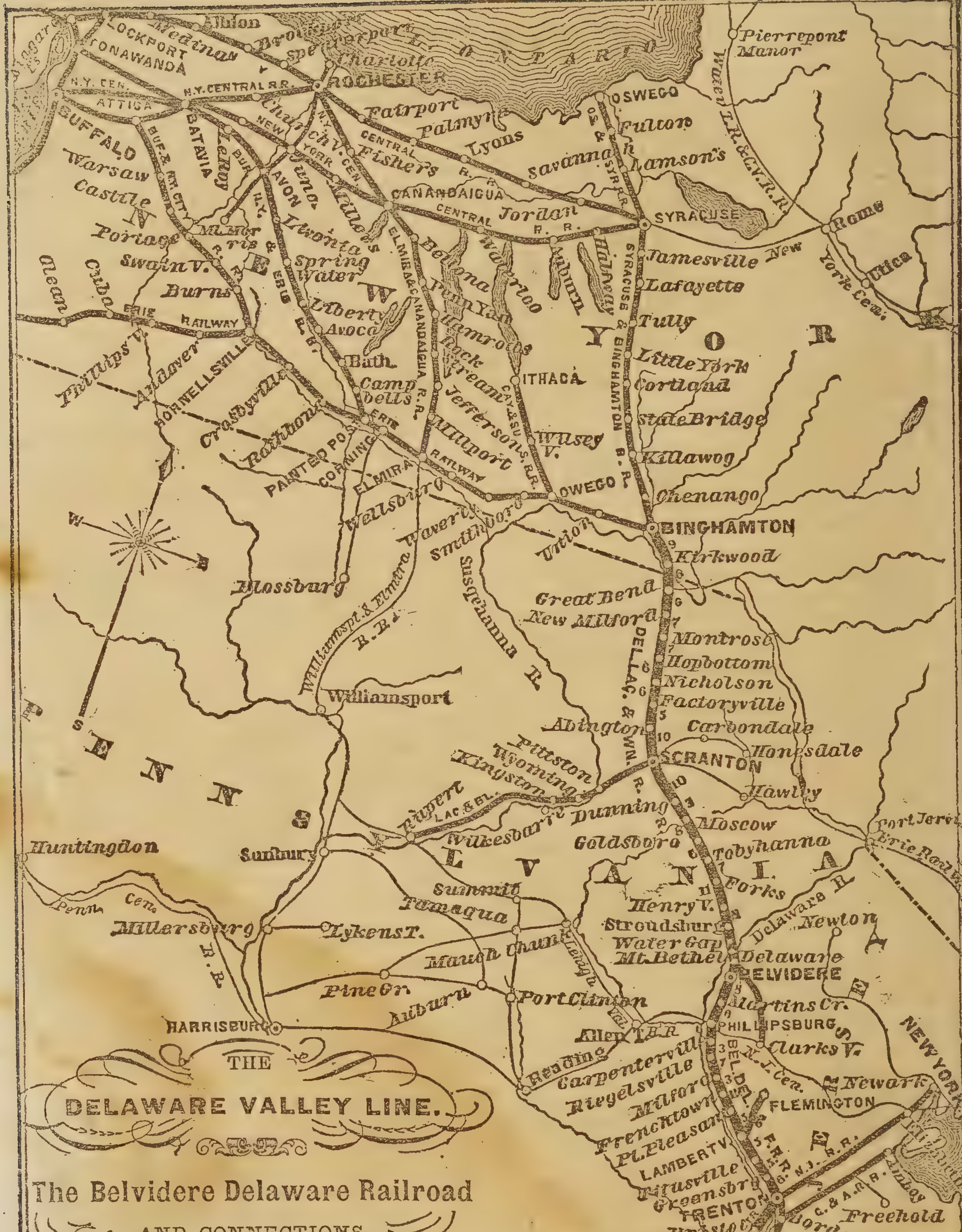
MIDDLEBURGH & SCHOHARIE AND SCHOHARIE VALLEY RAILWAYS.

D. BECKER, Pres., and J. H. BUNN, Supt. M. & S. R'way, Middleburgh. C. GOODYEAR, Pres., and G. F. BRISTOL, Supt. S. V. R'way, Schoharie.

Trains leave Central Bridge for Junction, Hallenbeck's, Schoharie C. H., Reinhart's, Borst's Crossing, and Middleburgh, at 9 25 a. m., and 3 45 & 8 21 p. m.

Leave Middleburgh for Central Bridge at 5 50 & 11 40 a. m., and 5 05 p. m. Distance, 10 miles.

Connects at Central Bridge with Albany & Susquehanna Railway.


THE
DELAWARE VALLEY LINE.
The Belvidere Delaware Railroad
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
ONTARIO
Pierrepont Manor
Albion
Medina
Lockport
Tonawanda
Brockport
Spencerport
Charlotte
ROCHESTER
N.Y. CENTRAL R.R.
Attisa
BUFFALO
Batavia
Le Roy
Avon
Fairport
Palmyra
Lyons
OSWEGO
Fulton
Savannah
Lamson's
Warsaw
Castile
Portage
Fishers
CANANDAIGUA
Jordan
SYRACUSE
Rome
Utica
Livonia
Spring Water
Swain V.
Burns
Cuba
Olean
ERIE RAILWAY
Liberty
Avoca
Bath
Penn Yan
Hamronds
Waterloo
Auburn
Jamesville
Lafayette
Tully
Little York
Cortland
State Bridge
Killawog
Chenango
ITHACA
Phillips V.
Andover
HORNELLSVILLE
Canisteo
Campbells
Jeffersons
Millport
Wilsey V.
Rathbon
PAINTED PO.
CORNING
ELMIRA
OWEGO
BINGHAMTON
Kirkwood
Great Bend
New Milford
Montrose
Hopbottom
Nicholson
Factoryville
Wellsburg
Waverly
Smithboro
Union
Blossburg
Susquehanna R.
Williamsport
Abington
Carbondale
Honesdale
SCRANTON
Pittston
Wyoming
Kingston
Rupert
Wilkesbarre
Dunning
Hawley
Moscow
Goldsboro
Tobyhanna
Port Jervis
Erie Railway
Huntingdon
Sunbury
Penn Cen. R.R.
Millersburg
Lykens T.
Summit
Tamaqua
Henry V.
Stroudsburg
Water Gap
Mt. Bethel
Forks
Delaware R.
Newton
Delaware
BELVIDERE
Martins Cr.
Mauch Chunk
Pine Gr.
Auburn
Port Clinton
HARRISBURG
Allen T.
PHILLIPSBURG
Clarks V.
Reading
Carpenterville
Riegelsville
Milford
Frenchtown
Pt. Pleasant
LAMBERTV.
Titusville
Greensburg
FLEMINGTON
Newark
NEW YORK
TRENTON
Bristol
PHILADELPHIA
Freehold
Bordent.
PENNSYLVANIA
NEW YORK
NEW JERSEY

BELVIDERE DELAWARE RAILWAY.

THE DELAWARE VALLEY LINE.

☞ **The Direct and most pleasant Route from Philadelphia to Niagara Falls, Buffalo, Central and Western New York, Northeastern Pennsylvania, Delaware Water Gap, Schooley's Mountain, and all points in the Delaware River Valley.**

Hon. Charles Sitgreaves, President, Phillipsburg, N. J. Gen. R. F. Stockton, Secretary & Treasurer, Trenton, N. J. J. A. Anderson, Asst. Supt.; and A. C. Davis, Gen. Ticket Agent, Lambertville, N. J. A. B. Green, Gen. Freight Agent, Trenton, N. J.

CONNECTIONS.

1 Connects with Camden & Amboy R'way for New York and way stations, Bordentown, Camden, and South Amboy.
2 Connects Lehigh Valley and Morris & Essex Railways and Central Railway of New Jersey.
3 Connects with Del., Lack. & West. R'way.
4 Connects with Erie Railway.
5 Connects with Syracuse, Binghamton & New York Railway.
6 Connects with Nor. Division of Delaware, Lack. & Western R'way for Ithaca.
7 Connects with Northern Central Railway for Canandaigua.
8 Connects with N. Y. Central Railway for Niagara Falls, and with Grand Trunk Railway for the West.

☞ Kensington Depot is the point of arrival and departure for all trains in Philadelphia.

The 7 30 A. M. train from Philadelphia, and the train arriving in Philadelphia at 6 20 P. M., make direct connections to and from Buffalo, Detroit, Milwaukee, Niagara Falls, and all points in New York State and Eastern Pennsylvania; also making the shortest, quickest, and most pleasant train to and from Schooley's Mountain, and the only through line to and from the Delaware Water Gap.

Both trains make connection at Phillipsburg with Lehigh Valley Railway to and from Mauch Chunk.

☞ Passengers for Belvidere, Easton, Lambertville, and all points in the Delaware River Valley take this line.

☞ **Through Tickets and Through Baggage-Checks** are offered to all principal points in the North and Northwest.

Through Ticket Offices:

828 Chestnut Street, and Kensington Depot, Philadelphia, and Trenton, Lambertville, and Phillipsburg Stations.

A. C. DAVIS,
General Ticket Agent.

From Philadelphia.				To Philadelphia.		
Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.			LEAVE ARRIVE		A. M.	
3 30	7 30 A. M.	0	....**Philadelphia**....	98	10 50	6 20 P. M.
4 42	8 47 "	30	.....**Trenton**[1].....	68	9 37	5 01 "
4 57	9 01 "	34	.....Asylum.....	64	9 15	4 46 "
5 03	9 09 "	36	.....Greensburg.....	62	9 09	4 41 "
5 12	9 19 "	39	.Washington's Crossing.	59	8 58	4 32 "
5 16	9 23 "	41	.....Titusville.....	57	8 53	4 28 "
5 35	9 42 "	46	....**Lambertville**....	52	8 40	4 14 "
5 43	9 50 "	50	.....Stockton.....	48	8 25	4 03 "
5 55	9 57 "	53	.....Bull's Island.....	45	8 17	3 55 "
6 00	10 01 "	55	.....Point Pleasant....	43	8 11	3 50 "
6 12	10 18 "	62	.....Frenchtown.....	36	7 53	3 33 "
6 22	10 27 "	65	.....**Milford**.....	33	7 44	3 24 "
6 31	10 35 "	68	.....Holland.....	30	7 34	3 15 "
6 41	10 44 "	72	.....Riegelsville.....	26	7 26	3 07 "
6 51	10 54 "	75	.....Carpenterville.....	23	7 15	2 56 "
7 09	11 08 "	81	.....**Phillipsburg**[2]...	17	7 00	2 40 "
7 30	11 23 "	87	....Martin's Creek....	11	6 40	2 20 "
7 50	11 42 "	95	.....Belvidere.....	3	6 20	2 00 "
P. M.	11 50 "	98	**Manunka Chunk**[3]. (*Del., L. & W. R.R.*)	0	A. M.	1 50 P. M.
	3 55 P. M.	165	..... **Scranton**.....			10 20 A. M.
	6 25 "	213	.....**Great Bend**[4]... (*Erie R.R.*)			7 40 "
	8 37 "	227	....**Binghamton**[5]....			7 01 "
	9 38 "	249	.....**Owego**[6].....			6 15 "
	11 45 "	286	.....**Elmira**[7].....			4 58 "
	2 11 A. M.	344	....**Hornellsville**....			2 55 A. M.
	6 12 "	435	.....**Buffalo**[8].....			11 20 P. M.
			ARRIVE LEAVE			

☞ Both the above trains run through to and from Philadelphia.

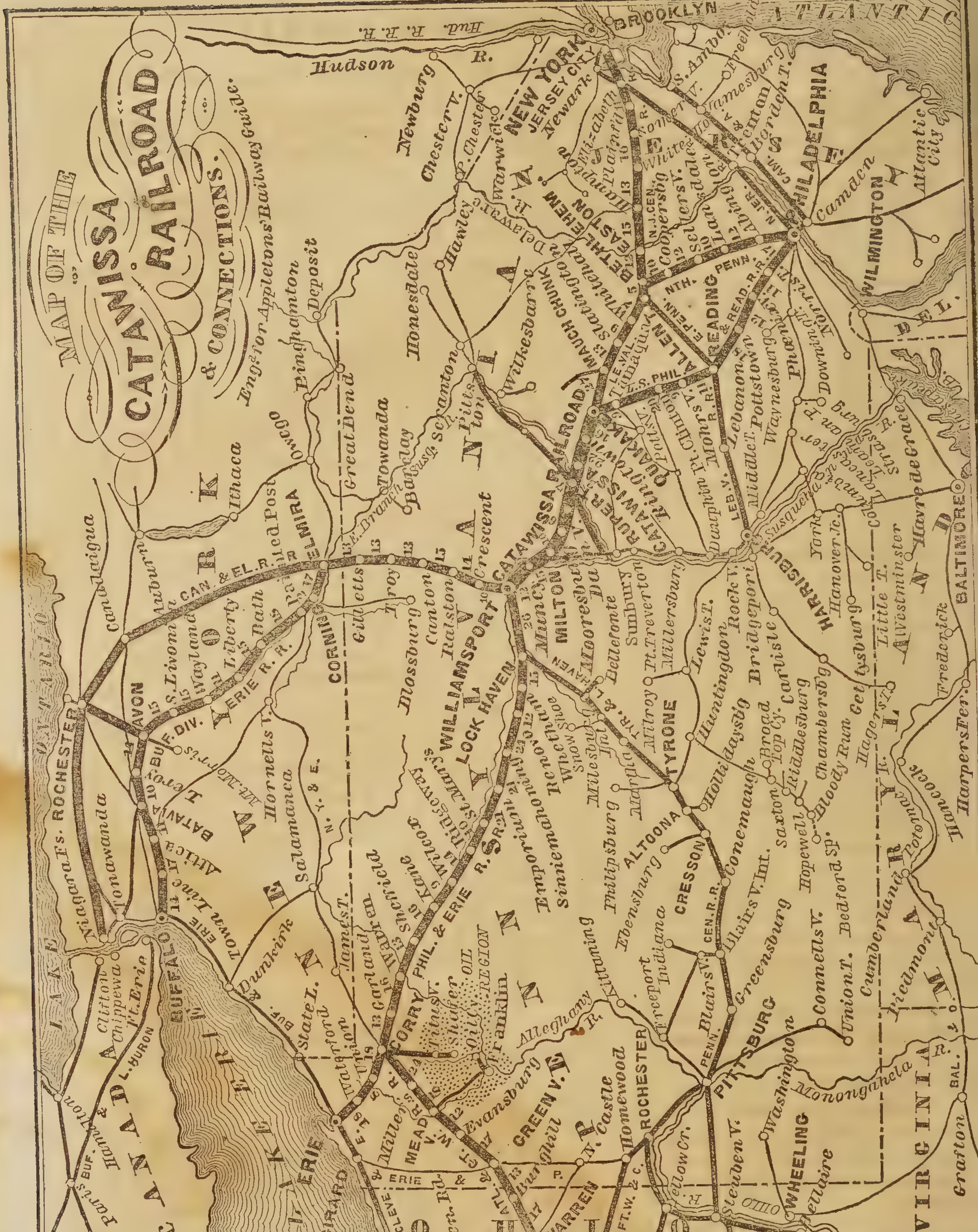
An Accom. Train runs daily as follows:—Leaves Lambertville for Trenton at 1 00 P. M. Returning, leaves Trenton at 6 36 P. M., connecting with 4 00 P. M. train from New York and with 5 00 P. M. train from Kensington Depot, Philadelphia, arriving at Lambertville 7 30 P. M. [*Nov.* 16, 1868.

FLEMINGTON RAILWAY.

(*Operated by Belvidere Delaware Railway Company.*)

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
5 38	9 45	0	...**Lambertville**..	12	8 22	4 05
6 02	10 11	7	.....Ringoes.....	5	7 50	3 35
6 18	10 30	12	....**Flemington**....	0	7 30	3 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Trains connect at Lambertville with Belvidere Delaware Railway trains, North and South.


MAP OF THE
CATAWISSA RAILROAD
& CONNECTIONS.
Eng.d for Appletons' Railway Guide.

CATAWISSA RAILWAY, and Connections.

M. P. Hutchinson, Pres. and Gen. Manager, Philadelphia, Pa. Geo. Webb, Supt., Williamsport, Pa.
E. Johnson, Secretary; and W. L. Gilroy, Treasurer, Philadelphia, Pa. [*Nov.* 23.

CONNECTIONS.

[1] Connects with Philadelphia & Reading Railway.
[2] Connects with Lehigh Valley Railway.
[2] Connects with Schuylkill Railway.
[3] Connects with Lackawanna & Bloomsburg Railway.
[4] Connects with Phila. & Erie Railway, over which trains of this line pass to W'msport.
[5] Connects with Northern Central Railway.
[6] Connects with New York & Erie Railway.

☞ New York and Philadelphia to Niagara Falls and Suspension Bridge.

Express.	Miles.	STATIONS.	Miles.	Express.
7 00 A. M.		L've. **New York**. Arr.		10 05 P. M.
8 15 "	0	....**Philadelphia**....	448	6 45 "
9 05 "	17	.....Norristown.....	431	5 44 "
9 30 "	27	.....Phœnixville. ...	421	5 30 "
10 40 "	58	..... **Reading**.....	390	4 25 "
11 40 "	78	.....Port Clinton [1]....	370	3 32 "
1 10 P. M.	98	.....**Tamaqua**.....	350	2 15 "
1 20 "	102	..E. Mahanoy Junc. [2]..	346	1 00 "
1 40 "	106	.....Quakake.....	342	12 45 "
1 50 "	109	.....Summit.....	339	12 30 "
2 02 "	113	.....Girard	335	
2 14 "	117	.....Mahanoy.....	331	
2 28 "	122	.....Ringtown	326	11 40 A. M.
2 49 "	129	..... Beaver	319	
3 06 "	135	.....McAuley.....	313	
3 17 "	138	..... Mainville.....	310	
3 35 "	145	.....**Catawissa**.....	303	10 25 "
3 55 "	147	.....Rupert [3].....	301	10 12 "
4 10 "	154	.....**Danville**.....	294	9 52 "
4 28 "	160	.....Mooresburg	288	
4 55 "	170	.....**Milton** [4].....	278	9 10 "
5 12 "	175	.....Watsontown.....	272	8 50 "
5 19 "	177	..... Dewart	270	"
5 30 "	181	.....Montgomery.....	267	"
5 41 "	185	.....Muncy.....	262	8 20 "
6 15 "	197	ar / lv . **W'msport** [5] lv / ar	251	7 50 "
6 55 "				7 50 "
8 10 "	221	..... Ralston	227	6 40 "
9 45 "	249	..... Troy	198	5 24 "
11 05 "	275	ar / lv ...**Elmira** [6].. lv / ar	173	4 15 "
11 45 "				1 30 "
12 35 A. M.	292	..... Corning	156	12 43 "
2 22 "	333	.....Hornellsville.....	115	11 05 P. M.
5 00 "	396	.....Olean.....	65	8 30 P. M.
5 50 "	416	.....Salamanca.....	45	7 40 "
8 02 "	461	.....**Dunkirk**.....	0	6 00 "
2 20 "	333	.....Hornellsville.....	115	10 25 P. M.
3 35 "	363	..... Portage	85	9 05 "
4 09 "	376	..... Warsaw.....	72	8 18 "
4 50 "	393	.....Attica.....	55	7 52 "
6 25 "	424	ar / lv ...**Buffalo**... lv / ar	24	6 00 "
9 00 "				3 45 "
10 10 "	446	...**Niagara Falls**...	2	2 45 P. M.
10 25 A. M.	448	**Suspension Bridge**	0	
		ARRIVE LEAVE		

☞ Suspension Bridge and Niagara Falls to Philadelphia and New York.

☞ No Change of Cars between Williamsport and Philadelphia.

MAHANOY & BROAD MOUNTAIN, East MAH., LITTLE SCHUYLKILL, MINE HILL & SCH. HAV., and ENTERPRISE RAILWAYS.

L. B. Paxson, Supt. M. & B. M. R.
W. H. Bines, Supt. M.H.&S.H.R.

Trains leave Shamokin for Mt. Carmel, Locust Dale, Ashland, Girardville, Gilberton, St. Nicholas, Mahanoy C., Barnesville, and Tamaqua, at 5 25, 10 45 & 11 20 A. M. Returning, leave Tamaqua for Shamokin at 1 00 & 8 05 P. M.

On Sundays, leave Ashland for Tamaqua at 7 00 A.M. Returning, leave Tamaqua 2 15 P. M.

Distance, 42½ miles. [*Aug.* 3.

PORTLAND AND OXFORD CENTRAL RAILWAY.

F. B. Smith, Pres. D. A. Van Valkenburgh, Supt.
S. M. Williams, Treas., Portland, Me. [*Mar.* 29.

A train leaves Mechanic Falls for West Minot, Bearce Road, East Hebron, Buckfield and Sumner at 3 30, arriving at the latter place at 4 40 p. m.

Leave Sumner for Mechanic Falls at 10 00 a. m.

Connects at Mechanic Falls with Grand Trunk Railway. At Sumner, connects with stages for Canton, Peru and Dixfield.

CORNING & BLOSSBURG, AND TIOGA RAILWAYS.

C. & B. Railway.—John Magee, Pres., Bath, N. Y.
A. H. Gorton, Supt.
Tioga Railway.—J. W. Ryers, Pres., Philadel., Pa.
L. H. Shattuck, Supt., Corning, N. Y.

Trains leave Corning at 8 00 a.m. and 2 40 p.m., arr. at Blossburg 11 00 a.m. and 6 15 p.m. Leave Blossburg at 7 15 a.m. and 2 00 p.m., arr. at Corning 10 40 a.m. and 5 00 p.m.

Distance, 41 miles. Fare, $1 50. [*Nov.* 30.

Connects at Corning with Erie Railway

LEHIGH VALLEY RAILWAY.

ASA PACKER, Pres.; CHAS. HARTSHORNE, Vice-Pres.; L. CHAMBERLAIN, Sec.; and C. C. LONGSTRETH, Treas., Philadelphia. ROBERT H. SAYRE, Supt. & Eng., and H. STANLEY GOODWIN, Asst. Gen. Supt., Bethlehem, Pa. WM. H. SAYRE, Jr., Gen. Agent; A. G. BRODHEAD, Jr., Supt. Beaver Meadow Div.; JAS. I. BLAKESLEE, Supt. Lehigh & Mahanoy Div.; and JOHN TAYLOR, Gen. Freight Agent, Mauch Chunk, Pa. ROBERT A. PACKER, Supt. Wyoming Div., Wilkes-Barre, Pa. [*Dec.* 14.

Down Trains—Eastward.							STATIONS.	Mls.	Up Trains—Westward.							
Pass.	Acc.	Acc.	Exp.	Acc.	Acc.	Acc.			Acc.	Pass	Acc.	Pass.	Acc.	Acc.	Acc	Acc.
P. M.	P. M.	A. M.	A. M.	P.M.	A.M.	A. M.	LEAVE ARRIVE		A.M.	P. M.	P.M.	P. M.	P. M.	P.M.	A.M.	A.M.
1 00			7 40				.**Mount Carmel.**	100		3 10	12 15					
1 15			7 55				.... Centralia..	93		2 55	11 45					
1 50			8 20				....Shenandoah...	84		2 30	11 15					
2 00			8 50				.**Mahanoy City.**	81		2 00	10 00					
2 45			9 15				.....Delano.....	77		1 40	9 00					
3 00			9 25				..Quakake Junc...	73		1 25	8 25					
3 30			9 55				Black Creek Junc.	59		12 50	7 20					
2 20							...**Audenried...**	70		1 50						
2 27							....Jeanesville....	69		1 40						
2 35							.Beaver Meadow.	66		1 30						
2 30			9 15				.....Hazleton.....	70		2 30					8 30	
3 00			9 35				.Hazle Cr. Bridge.	62		1 10					7 35	
3 20			9 45				.....Weatherly	60		1 00					7 30	
3 45							...Penn Haven...	54		12 40	7 05				7 05	
	6 42			3 30	8 30	5 30	....**Scranton....**		10 00		: :	9 47	3 40		: :	
	: :	9 30	6 20	: :	: :	: :	.**Tunkhannock.**	134	: :	4 30	: :	: :	: :		: :	10 50
	: :	10 15	6 40	: :	: :	: :	....McKunc's.....	126	: :	4 10	: :	: :	: :		: :	10 15
	: :	10 35	6 50	: :	: :	: :	.....Falls.....	122	: :	4 00	: :	: :	: :		: :	9 55
	: :	10 57	7 08	: :	: :	: :	.....Gardner's....	117	: :	3 42	: :	: :	: :		: :	9 30
1 15	7 18	11 30	7 30	4 08	9 07	6 00	L. & B. R. R. Junc.	111	9 15	3 20	: :	9 05	2 55	7 00	: :	9 00
1 25	7 28	12 15	7 40	4 18	9 17	6 10	.... Pittston.....	110	9 05	3 10	: :	8 55	2 45	6 50	: :	8 06
1 30	7 33	12 27	7 45	4 23	9 22	6 15	..Port Blanchard..	108	9 00	3 05	: :	8 50	2 40	6 45	: :	7 58
1 35	7 38	12 37	7 50	4 28	9 27	6 20	....Plainesville...	106	8 55	3 00	: :	8 45	2 35	6 40	: :	7 50
1 45	7 48	3 00	8 00	4 38	9 37	6 30	.**Wilkes-Barre.**	101	8 45	2 50	: :	8 35	2 25	6 30	: :	7 30
1 49	P. M.	3 05	8 02	P.M.	A.M.	A. M.	.S. Wilkes-Barre.	100	A.M.	2 45	: :	8 30	P. M.	P.M.	: :	6 46
1 58		3 16	8 10				...Sugar Notch...	97		2 38	: :	8 23			: :	6 36
2 14		3 35	8 25				.....Newport.....	92		2 25	: :	8 10			: :	6 21
2 34		4 04	8 47				.... Fairview	84		2 04	: :	7 51			: :	5 56
3 08		5 13	9 25				.**White Haven.**	71		1 32	: :	7 18			: :	5 08
3 14		5 21	9 31				.....Tannery.....	69		1 07	: :	6 54			: :	4 51
3 24		5 32	9 39				...Hickory Run...	66		12 59	: :	6 46			: :	4 41
3 30		5 40	9 45				.....Mud Run.....	64		12 53	: :	6 40			: :	4 34
3 38		5 52	9 53				... Rockport	61		12 45	: :	6 32			: :	4 25
3 45		6 02					..Drake's Creek..	59		12 38	: :	6 25			: :	4 16
3 48		6 06			Pass		...Stony Creek...	57			: :	6 20			: :	4 11
4 00		6 35	10 14		A.M.		Penn Haven Junc.	53		12 25	7 00	6 10		P. M.	7 00	3 56
4 20		7 00	10 35		4 30		.**Mauch Chunk.**	46		12 00	6 30	5 45		9 45	6 30	3 30
4 31		P. M.	10 45		4 40		....Lehighton....	42		11 50	A.M.	5 34		9 35	A.M.	A.M.
4 37			10 50		4 45	Cincinnati Express, daily.	....Parryville....	40		11 45		5 28		9 30		
4 50					4 56		....Lehigh Gap...	35		11 36		5 14		9 16		
4 56			11 05		5 02		....Slatington:...	33		11 30		5 08		9 10		
5 05					5 10		....Rockdale.....	29		11 22		4 58		8 59		
5 13					5 18		.....Laury's. ...	26	Acc.	11 15		4 50	Acc.	8 49		
5 20	Fast Line.		11 24		5 25		....White Hall....	24	A.M.	11 08		4 43	P. M.	8 41	Cincinnati Express.	Western Express.
5 26			11 28		5 30		.....Coplay.....	22	6 55	11 03		4 38	6 40	8 36		
5 31			11 31		5 34		...Hokendauqua..	21	6 50	10 59		4 33	6 35	8 32		
5 36			11 34		5 38		....Catasauqua....	20	6 45	10 54		4 28	6 30	8 27		
5 44		Exp.	11 38	Exp.	5 45		.....Furnace.....	18	6 35			4 20	6 20	8 19		
5 50	P. M.	P. M.	11 43	A.M.	5 50	A.M.	...**Allentown...**	17	6 30	10 45	P. M.	4 15	6 15	8 15	P.M.	P. M.
5 55	3 40	12 05	11 45	7 00	5 55	2 20	.East Penn. Junc.	17	6 25	10 40	12 30	4 10	6 10	8 10	8 55	11 40
6 05	3 50	12 15	11 55	7 10	6 05	2 32	...**Bethlehem...**	12	6 15	10 30	12 20	4 00	6 00	8 00	8 43	11 28
6 13			12 04		6 13		..Freemansburg..	9	6 05	10 20		3 50	5 52	7 45		11 20
6 20			12 10		6 20		...Lime Ridge...	7	5 58	10 14		3 42	5 45	7 39		
6 35	4 20	12 45	12 25	7 40	6 35	3 05	.....**Easton.....**	0	5 40	10 00	11 50	3 25	5 30	7 25	8 10	10 55
8 35			2 10		9 10		..**Philadelphia.**			7 45	9 45	1 45		5 00		
10 05	7 00	3 50	3 50	11 00	9 42	6 15	...**New York..**			7 00	9 00	12 00		4 00	5 10	8 00
P. M.	P. M.	P. M.	P. M.	A.M.	A.M.	A. M.	ARRIVE LEAVE		A.M.	A.M.	A.M.	M.	P. M.	P. M.	P.M.	P. M.

LEHIGH & SUSQUEHANNA RAILWAY.

(*Lehigh Coal and Navigation Company.*)

E. W. Clark, President, and Mendes Cohen, Vice-President, Philadelphia, Pa. John P. Ilsey, Superintendent; Hugh Pitcairn, Asst. Supt.; and J. A. Dinkey, General Freight and Ticket Agent, Mauch Chunk, Pa. [*Dec.* 14.

☞ Green Ridge to Easton.

Acc.	Acc.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Acc.	Acc
P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	P.M.
3 55	11 20	9 00	0	.**Green Ridge** [1].	120	6 05	9 10	3 30
4 00	11 27	9 05	2	....**Scranton** [2]..	119	5 59	9 05	3 25
4 10	11 38	9 14	5	.....Minooka.....	116	5 50	8 53	3 14
4 20	11 48	9 23	8	...Spring Brook. .	113	5 40	8 42	3 04
4 31	12 02	9 35	12	.... **Pittston**	109	5 28	8 29	2 54
5 00	12 30	10 00	20	.**Wilkes-Barre**.	100	5 00	8 00	2 25
P. M.	P. M.	10 14	23	Nanticoke Junct'n	97	4 46	A. M.	P.M.
		10 38	32	....Laurel Run....	88	4 20		
		11 05	40	.....Summit....	80	3 52		
		11 34	50	.**White Haven**.	70	3 23		
		12 04	60	...**Rock Port**...	60	2 53		
		12 24	67	Penn Haven Jun.[3]	52	2 30		
		1 10	75	.**Mauch Chunk** [4]	45	2 08		
		1 17	78	.... Lehighton....	42	1 59		
		1 20	79	.... Weissport....	41	1 56		
		1 25	81	....Parryville....	39	1 50		
		1 37	85	....Lehigh Gap....	35	1 37		
		1 44	88	.. Walnut Port ...	32	1 28		
		1 56	93	....Treichler's....	27	1 14		
		2 07	97	.Siegfried's Bridge.	23	1 02		
		2 10	98	.... Laubach's....	22	12 59		
	Acc.	2 16	100	....Catasauqua [5]..	20	12 53	Acc.	
	P. M.	2 27	103	...**Allentown**...	17	12 42	P. M.	
	12 20	2 40	108	...**Bethlehem** [6].	12	12 25	2 40	
	12 29	2 48	111	.. Freemansburg..	9	12 10	2 31	
	12 53	3 08	120	.....**Easton** [7]....	0	11 50	2 07	
	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	

☞ Easton to Green Ridge.

1 Connects with Delaware & Hudson Canal Co. Railway.
2 Connects with Delaware, Lack. & Western Railway.
3 Connects with Lehigh Valley Railway.
4 Connects with Mauch Chunk & Summit Hill Railway.
5 Connects with Catasauqua & Fogelsville Railway.
6 Connects with North Pennsylvania and Lehigh & Lackawanna Railways.
7 Connects with Morris & Essex Railway and Central Railway of New Jersey.

WESTCHESTER & PHILADELPHIA RAILWAY.

M. B. Hickman, Pres., and Henry Wood, Gen. Supt., Philadelphia, Pa. [*Oct.* 5.

Pass.	Pass.	Exp.	Pass.	Pass.	Pass.	Pass.	Mls.	STATIONS.	Pass.	Exp.	Pass.	Pass.	Pass.	Pass.	Pass.
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
11 30	6 15	4 50	4 15	2 30	11 00	7 45	0	**W. Philadelphia**	8 10	9 18	9 53	12 29	3 41	6 40	8 37
11 53	6 39		4 38	2 54	11 23	8 08		.....Kellyville.....	7 47		9 30	12 06	3 18	6 16	8 14
12 05	6 51		4 50	3 06	11 35	8 20		.....Morton.....	7 35		9 18	11 54	3 06	6 04	8 02
12 15	7 01		5 00	3 16	11 45	8 30		....Wallingford....	7 24		9 08	11 45	2 55	5 54	7 52
12 23	7 10	5 28	5 08	3 25	11 54	8 40		.....Media.....	7 17	8 40	9 00	11 36	2 47	5 47	7 45
12 32	7 20	5 36	5 18	3 35	12 04	8 50		....Glen Riddle....	7 06		8 50	11 25	2 36	5 36	7 35
12 39	7 27	5 43	5 45	3 42	12 12	8 58		Balt. Central Junc.	6 57	8 26	8 40	11 17	2 28	5 25	7 27
12 59	7 48		6 07	4 04	12 34	9 20		....Street Road....	6 36		7 56	10 57	2 07	5 01	7 06
1 10	7 59	6 07	6 18	4 15	12 45	9 31	27	..**Westchester**...	6 25	8 00	7 45	10 45	1 55	4 50	6 55
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Sunday Trains leave West Philadelphia at 8 30 a.m. and 2 00 p.m. Returning, leave Westchester at 7 55 a.m. and 4 00 p.m.

PHILADELPHIA & BALTIMORE CENTRAL RAILWAY.—Henry Wood, Supt., Phila.

Trains leave Philadelphia for Westchester Junc., Concord, Chadd's Ford, Kennett, Avondale, Oxford, and Rising Sun at 7 45 a.m. and 4 50 p.m. Returning, leave Rising Sun at 5 45 a.m., and Oxford at 6 30 a.m. and 3 25 p.m. Distance, 57 miles. [*Oct.* 5.

WESTCHESTER RAILWAY.—Henry Wood, Supt., Philadelphia.

Trains leave Westchester for Woodland and Westchester Intersection at 8 40 & 10 40 a.m., and 2 50 & 4 35 p.m. Returning, leave Westchester Int. at 8 00, 9 30 & 11 35 a.m., and 3 45 p.m. [*Oct.* 5.

WEST JERSEY RAILWAY CO.

West Jersey Railway (*Camden to Bridgeton and Millville.*—T. JONES YORKE, Pres.; GEO. J. ROBBINS, Sec. & Treas.; and WM. J. SEWELL, Supt., Camden, N. J.

Salem Railway (*Pittstown to Salem*).—WM. F. REEVE, Pres., and D. W. C. CLEMENT, Sec. & Treas., Salem, N. J. W. J. SEWELL, Supt., Camden, N. J. (*Leased and operated by W. J. R. R. Co.*)

Cape May & Millville Railway (*Millville to Cape May*).—JOHN G. STEVENS, Pres., Trenton, N. J. B. F. LEE, Treas.; GEO. J. ROBBINS, Sec.; and WM. J. SEWELL, Supt., Camden, N. J. (*Leased and operated by W. J. R. R. Co.*) [*Sept.* 16.

Cape May Fast Exp.	Cape May Express.	Woodbury Accom.	Bridg., and Sal. Pass.	Cape May Mail.	Freight.	Bridg., Sal. & Mil. Mail.		STATIONS.		Woodbury Accom.	Bridg. and Sal. Mail.	Cape May & Mil. Mail.	Brid., Sal. & Mill. Pass.	Freight.	Cape May Excursion.	Sunday Mail.
		P. M.	P. M.	P. M.	NOON	A. M.		LEAVE ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.		
		6 00	3 30	3 15		8 15	WEST JERSEY	**Philadelphia**	RAILWAY.	7 52	9 37	10 07	5 37			
		6 10	3 40	3 27	12 00	8 26		....Camden....		7 43	9 27	9 57	5 25	11 57		
								... Junction ...					5 20	11 52		
		6 24	3 53		12 20	8 39		...Gloucester...		7 31	9 12		5 10	11 30		
		6 30	3 58		12 35	8 44		... Westville ...		7 24	9 07		5 04	11 18		
		6 40	4 08	3 53	1 05	8 56		..**Woodbury**..		7 15	8 58	9 35	4 56	11 00		
			4 19		1 25	9 06		.... Mantua			8 46		4 43	10 20		
			4 24		1 39	9 11		...Barnsboro'...			8 41		4 38	10 09		
			4 31			9 19		....Marlboro'...				9 19	4 31			
			4 40	4 19	2 30	9 30		..**Glassboro'**..			8 27	9 11	4 22	9 45		
			4 48	: :	2 45	9 38		.....Union.....			8 18	: :	4 13	9 07		
			4 53	: :	2 59	9 42		....Harding....			8 13	: :	4 09	8 54		
			4 59	: :	3 15	9 48		.... Monroe			8 08	: :	4 03	8 33		
			5 06	: :	3 55	9 58		..**Pittstown**..			8 00	: :	3 56	8 18		
			5 15	: :	4 13	10 07		.....Palatine....			7 49	: :	3 45	7 32		
			5 21	: :	4 35	10 13		.....Husted.....			7 43	: :	3 39	7 18		
			5 31	: :	5 05	10 21		.....Finley.....			7 34	: :	3 29	6 49		
			5 40	: :	5 24	10 30		..**Bridgeton**..			7 25	: :	3 20	6 30		
			5 06	: :	8 20	9 58	SALEM	... Pittstown ...	RAILWAY.		7 55	: :	3 52	7 50		
			5 16	: :	8 38	10 08		...Newkirk's...			7 45	: :	3 42	7 30		
			5 21	: :	8 46	10 13		... Daretown...			7 41	: :	3 38	7 25		
			5 25	: :	8 59	10 17		... Paulding....			7 37	: :	3 34	7 05		
			5 30	: :	9 15	10 22		.**Yorketown**.			7 33	: :	3 30	6 59		
			5 37	: :	9 26	10 28		....Oakland....			7 26	: :	3 22	6 40		
			5 43	: :	9 36	10 34		....Alloway....			7 20	: :	3 16	6 27		
			5 48	: :	9 48	10 39		.. Middletown..			7 15	: :	3 11	6 15		
			5 58	: :	10 06	10 49		.....**Salem**....			7 05	: :	3 00	6 00		
				4 21	2 40	9 30	WEST JERSEY.	...Glassboro'...	RAILWAY.			9 08	4 10	2 00		
				4 32	3 09	9 41		.... Clayton....				8 58	3 58	1 33		
				4 40	3 27	9 49		. Franklinville..				8 51	3 50	1 11		
				4 43	3 47	9 52		.....Cranes.....				8 48	3 47	1 03		
				4 50	3 59	9 59		.....Malaga.....				8 41	3 40	12 47		
				4 57	4 15	10 06		....Newfield....				8 33	3 31	12 25		
				5 00	4 30	10 10		North Vineland				8 29	3 27	12 17		
				5 12	5 13	10 20		....Vineland....				8 19	3 18	11 50		
				5 20	5 22	10 29		South Vineland				8 10	3 09	11 20		
				5 29	5 50	10 39		....**Millville**...				8 00	3 00	11 00		
				5 31	*6 00		CAPE MAY & MILLVILLE	....Millville ...	RAILWAY.			7 58		10 45		
				5 49	6 40			..Manumuskin .				7 40		10 15		
				6 06	7 20			...Belleplain...				7 20		9 35		
				6 16	7 47			..**Woodbine**..				7 11		9 15		
				6 22	8 02			..Mt. Pleasant..				7 04		8 45		
				6 31	8 24			.... Seaville....				6 55		8 23		
				6 44	8 51			.....Swain.....				6 42		7 51		
				6 55	9 17			C. M. Ct. House				6 33		7 25		
								... Millerton ...								
				7 07	9 50			.. Rio Grande ..				6 17		6 47		
				7 14	10 10			....Bennett.....				6 09		6 30		
				7 24	10 30			..**Cape May**..				6 00		†6 10		
		P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	P. M.	A. M.		

* This train runs only Tues., Thurs. & Sat. from Milville. † This train runs only Mon., Wed. & Fri. to Milville.

NORTH PENNSYLVANIA RAILWAY.

FRANKLIN A. COMLEY, Pres.; S. W. ROBERTS, Chief Engineer and Gen. Supt.; A. H. FRACKER, Mast. Trans.; ELLIS CLARK, Gen. Agent, and E. ARMSTRONG, Sec., all Philadelphia. [*Nov.* 23.

Philadelphia to Bethlehem.									STATIONS.	Bethlehem to Philadelphia.								
Acc	Acc	Acc	Acc	Exp	Fast.	Acc.	Exp.	M		M	Acc	Acc.	Acc.	Fast	Exp	Acc	Acc	Exp
P.M.	P. M.	P.M.	P. M.	P. M.	A. M.	A. M.	A.M.		LEAVE ARRIVE		A.M.	A.M.	A. M.	P. M.	P.M.	P. M.	P. M.	P. M.
6 20	5 00	4 15	2 45	1 45	9 45	8 45	7 45	0	..**Philadelphia**..	54	7 30	8 35	9 10	2 10	5 25	4 55	7 00	8 30
6 32	5 12	4 27	2 57	1 55		8 57	7 56	4	...Fisher's Lane...	50	7 18	8 20	8 57	1 55	5 12	4 42	6 47	
6 36	5 16	4 31	3 01	1 58		9 02	7 59	5	...Green Lane...	49	7 14	8 16	8 54			4 39	6 43	8 16
6 50	5 26	4 42	3 11	2 03	10 00	9 12	8 05	7	..Old York Road..	47	7 04	8 05	8 45	1 48	5 05	4 28	6 35	8 10
7 00	5 36	4 52	3 22	2 10		9 22	8 14	10	.... Abington	44	6 54	7 54	8 36			4 19	6 26	8 02
7 14	5 47	5 07	3 36	2 20	10 20	9 36	8 25	14	.Ft. Washington.	40	6 41	7 38	8 25	1 34	4 47	4 06	6 14	7 52
7 18	5 51	5 13	3 40	2 23		9 40	8 30	15	...Wissahickon...	39	6 37	7 34	8 21	1 31		4 02	6 10	7 49
7 22	5 55	5 19	3 46	2 27		9 44	8 35	17	..... Penllyn.....	37	6 32	7 28	8 17	1 27		3 58	6 05	7 45
7 26	6 00	5 23	3 52	2 31		9 48	8 39	18	... **Gwynedd** ...	36	6 25	7 21	8 12	1 24		3 52	6 00	7 42
7 35	6 07	5 32	3 59	2 37	10 38	9 56	8 45	20	...North Wales...	34	6 17	7 12	8 03	1 18		3 45	5 50	7 35
7 40	6 14	5 40	4 08	2 44	10 43	10 05	8 52	22	.....Lansdale[1]....	32	6 10	7 03	7 57	1 13	4 25	3 39	5 40	7 29
	: :	5 51	4 17	: :	: :	10 16	: :	25	...L. Lexington...	8		6 53	: :	: :	: :	3 31	5 30	: :
	: :	6 15	4 40	: :	: :	10 40	: :	32	.. **Doylestown**..	0		6 30	: :	: :	: :	3 10	5 05	: :
	6 23						8 58	25	.....Hatfield.....	29			7 50		4 17			7 22
	6 32			2 56			9 05	28	..... Souders.....	26			7 40	1 02	4 10			7 15
	6 44			3 06	11 05		9 17	32	... Sellersville ...	22			7 25	12 54	4 00			7 05
	7 05			3 22	11 22		9 35	38	...Quakertown...	16			7 05	12 39	3 44			6 48
	7 20						9 50	44	... Coopersburg...	10			6 47		3 27			6 33
	7 27						9 56	46	...Center Valley..	8			6 40		3 21			6 27
	7 40			3 50	11 50		10 08	50	....Hellertown....	4			6 30	12 15	3 12			6 17
	7 55			4 00	12 00		10 20	54	.. **Bethlehem**[2] ..	0			6 20	12 05	3 00			6 05
P.M.	P.M.	P.M.	P. M.	P. M.	NOON	A. M.	A.M.		ARRIVE LEAVE		A.M.	A.M.	A. M.	P. M.	P.M.	P. M.	P.M.	P.M.

Sunday Trains.—Leave Philadelphia for Bethlehem at 9 30 A. M.; for Doylestown at 2 00 P. M.
" " —Leave Doylestown at 7 00 A. M., and Bethlehem at 4 00 P. M.

Through fare from Philadelphia to Bethlehem, $1 50. Way Fares, about 3 cents per mile.

[1] Connects with Doylestown Branch. [2] Connects with Lehigh Valley Railway, *below*.

READING & COLUMBIA RAILWAY.

C. E. SMITH, Pres., Phila. G. F. GAGE, Supt.; J. B. WHITE, Sec. & Treas.; E. F. KEEVER, Gen. Fr'ht & Ticket Agent, Columbia, Pa. [*Nov.* 26.

Mail.	Pass.	Mls.	STATIONS.	Mls.	Mail.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
6 15	7 00	0	....**Reading**[1]...	46	10 20	5 40
6 30	7 15	6	.Sinking Springs.	40	10 05	5 25
6 40	7 21	8	....Fritztown....	37	9 55	5 18
6 51	7 33	12	..Reinholdsville..	33	9 40	5 06
7 10	7 55	20	..... Ephrata.....	26	9 20	4 45
7 21	8 07	23	.....Millway.....	23	9 05	4 30
7 26	8 11	25	.... Rothville ...	21	9 00	4 25
7 32	8 20	27	..... Litiz	19	8 53	4 18
7 48	8 40	32	.... Manheim	14	8 40	4 05
7 55	8 48	34	ar...Junction...lv.	12	8 32	3 57
8 00	8 50	34	lv...Junction...ar.		8 30	3 55
8 13	9 03	37	....Petersburg....		8 15	3 40
8 25	9 15	42	...**Lancaster**...		8 00	3 25
8 03	8 55	37	...Landisville[2]...	9	8 25	3 49
8 10	9 03	40	...Silver Spring...	6	8 18	3 40
8 16	9 10	41	.. Chestnut Hill ..	5	8 12	3 34
8 30	9 25	46	...**Columbia**[3]...	0	8 00	3 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Phila. & Reading and East Penn. Railways.
2 Connects with Pennsylvania Central Railway.
3 Connects with Columbia Branch of Penn. Central Railway.

HUNTINGDON & BROAD TOP RAILWAY.

L. T. WATSON, Pres., Philadelphia, Pa.
J. M'KILLIPS, Supt., Huntingdon. [*May* 13.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
6 05	7 45	0	. **Huntingdon**[1].	44	8 23	4 52
6 23	8 03	5	.McConnellstown.	39	8 03	4 31
6 30	8 10	7	..Pleasant Grove..	37	7 55	4 24
6 44	8 24	11	...Marklesburg ..	33	7 40	4 10
6 58	8 38	15	... Coffee Run ...	29	7 26	3 56
7 05	8 45	17	.Rough & Ready.	27	7 19	3 49
7 16	8 55	20	.....Cove.....	24	7 08	3 38
7 20	8 59	21	.Fisher's Summit.	23	7 04	3 34
7 45	9 18	24	.....**Saxton**	20	6 50	3 20
7 50	9 25	24	.....Saxton.....		6 45	3 15
8 10	9 45	27	.....Crawford.....		6 25	2 55
8 20	9 55	30	.....**Dudley**.....		6 15	2 45
8 00	9 36	29	... Riddelsburg...	15	6 34	3 03
8 07	9 43	31	...**Hopewell**...	13	6 27	2 56
8 21	9 57		...Piper's Run...		6 13	2 42
8 38	10 14	40	.... Tatesville....	4	5 56	2 25
8 53	10 30	44	**Mount Dallas**[2]	0	5 40	2 10
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Pennsylvania Central Railway.
2 " " Stages to Bedford Springs, 6 mls.

EAST PENNSYLVANIA RAILWAY.

E. M. Clymer, President, and C. Stolz, Eng. and Supt., Reading, Pa. [*Dec.* 21.

☞ Reading to Allentown.

Mail.	Exp.	Mail.	Exp.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Em.	Mail.	Exp.	Mail.	Exp.	Exp.
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.		LEAVE ARRIVE		A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
4 20	2 28	10 36	*7 31	5 44	*1 00	0	...**Reading**[1]....	36	3 00	9 10	1 50	6 00	10 19	1 00
4 34		10 44				5	.....Temple.....	31		8 56		5 44		
4 42		10 52				8	.....Blandon.....	28		8 48		5 38		
4 51		11 00				11	....Fleetwood....	25		8 39		5 28		
5 00	2 59	11 10	7 59	6 17	1 34	15	.....**Lyons**.....	21	2 20	8 29	1 15	5 18	9 47	12 29
5 03		11 13				16	.....Bowers.....	20		8 25		5 15		
5 10		11 20				19	.....Topton.....	17		8 18		5 10		
5 17		11 28				21	....Shamrock....	15		8 11		5 00		
5 23		11 35				24	.....Al Burtis.....	12		8 02		4 54		
5 40		11 50				30	.....Emaus.....	6		7 38		4 37		
5 55	3 40	12 05	8 40	7 00	2 20	36	...**Allentown**[2]..	0	*1 10	7 20	12 30	4 20	9 00	11*45
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		ARRIVE LEAVE		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

☞ Allentown to Reading.

* Runs on Sundays also.

[1] Connects with Philadelphia & Reading Railway. [2] Connects with Lehigh Valley Railway.

CATASAUQUA & FOGELSVILLE RAILWAY.

Joshua Hunt, Pres.; John Williams, Treas. and Gen. Ticket Agent; C. W. Chapman, Supt. and Eng.; and Robert E. Williams, Gen. Freight Agent, Catasauqua, Pa. [*Dec.* 5.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 00	6 45		..**Catasauqua**[1].		10 15	6 12
2 05	6 50		.....Mickley's....		10 10	6 08
2 10	6 55		.....Seiple's.....		10 05	6 05
2 15	7 00		..Jordan Bridge..		10 00	6 00
2 20	7 05		.....Guth's.....		9 55	5 55
2 25	7 10		.....Walbert's....		9 50	5 51
2 33	7 16		....Chapman's...		9 40	5 46
2 48	7 28		...Trexlertown...		9 25	5 39
3 00			...Breinigsville...		9 10	
3 30	7 40		....**Alburtis**[2]...		8 35	5 25
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Lehigh Valley and Lehigh & Susquehanna Railways.

[2] Connects with East Pennsylvania Railway.

DELAWARE & HUDSON RAILWAY.

R. Manville, Supt., Carbondale, Pa.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
1 50	8 00	0	..**Carbondale**..	17	11 50	5 20
2 15	8 25		.... Archbald		11 25	4 55
2 35	8 45		.....Olyphant		11 00	4 30
2 45	8 55		..... Dickson.....		10 55	4 25
2 50	9 00		...Providence.....		10 50	4 20
2 55	9 05		.....Junction.....		10 45	4 15
3 00	9 10	17	....**Scranton**....	0	10 40	4 10
P. M.	A. M.		AREIVE LEAVE		A. M.	P. M.

☞ This road is a direct continuation of the Lackawanna & Bloomsburg Railway North.

LEHIGH & LACKAWANNA RAILWAY.

(*Operated by the Lehigh Coal & Navigation Co.*)

Charles Brodhead, Pres.; John P. Ilsley, Supt.; Hugh Pitcairn, Asst. Supt., Bethlehem, Pa.

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M.
4 15	0	...**Bethlehem**[1].	15	8 40
4 35	4	.....Shimer's.....	11	8 20
4 40	5	.....Ritter's.....	10	8 15
4 45	6	.....Brodhead.....	9	8 10
4 55	8	.....Steuben.....	7	8 00
5 05	10	..... Clyde.....	5	7 50
5 15	12	.....Bath.....	3	7 40
5 30	15	....**Chapman**....	0	7 25
P. M.		ARRIVE LEAVE		A. M.

[1] Connects with North Pennsylvania and Lehigh & Susquehanna Railways. [*Dec.* 1.

MINE HILL & SCHUYLKILL HAVEN RAILWAY.

John C Cresson, President, Philadelphia.
W. H. Bines, Eng. and Supt., Cressona, Pa.

Trains leave Schuylkill Haven for Cressona, Becks, Germantown, Allisons, Westwood, Mine Hill Gap, Thomaston, and Glen Carbon, at 7 00 a. m. and 12 40 p. m.

Leave Glen Carbon for Schuylkill Haven at 7 50 a. m. and 1 50 p. m. Distance, 12½ miles.

Leave Locust Dale for Mount Carmel and Shamokin at 2 56 p. m. Leave Shamokin for Locust Dale at 5 25 a. m.

A Mixed train leaves Ashland for Shamokin at 7 30 a. m. Leaves Shamokin for Mount Carmel and Ashland at 10 50 a. m. [*Dec.* 14.

Connects at Schuylkill Haven with Philadelphia & Reading Railway.

CONNECTICUT RIVER RAILWAY.

D. L. Harris, President, Springfield, Mass. W. B. Brinsmade, Superintendent, Springfield, Mass.
Wm. J. Phelps, Gen. Ticket Agent, Springfield, Mass. [*Nov.* 30.

Springfield to Brattleboro'.								STATIONS.	Brattleboro' to Springfield.							
P. M.	P. M.	P.M.	P. M.	noon	A.M.	A. M.	Mls.	LEAVE ARRIVE	M	A. M.	A. M.	A. M.	A. M.	P. M.	P.M.	P. M.
8 50	6 45	4 00	2 00	12 00	9 10	8 00	0	...**Springfield** [1]...	60	6 30	6 46	10 20	11 26	2 13	4 56	5 55
9 00	6 55	4 09	2 09	12 10	9 20	8 10	4	.Chicopee Junction.	56		6 36	10 10	11 17	2 03	4 47	5 46
9 10	7 04	4 18	2 18	12 20	9 30	8 19	7	....Willimansett	53		6 26	10 00	11 08	1 54	4 38	5 36
9 14	7 08	4 22	2 22	12 25	9 35	8 23	8	.....**Holyoke**.....	52		6 22	9 55	11 04	1 49	4 35	5 32
9 27	7 21		2 35	12 40		8 35	13	....Smith's Ferry...	47		6 09	9 25	10 50	1 36		5 19
9 31	7 26		2 40	12 44		8 40	15	....Mount Tom....	45		6 03	9 10	10 44	1 30		5 13
9 37	7 35		2 50	12 50		8 50	17	..**Northampton** [2].	43	5 47	5 58	9 00	10 39	1 25		5 08
	7 44		3 01			8 58	21	.....Hatfield	39				10 26			4 55
	7 50		3 07			9 03	24	...North Hatfield...	36				10 20			4 49
	7 56		3 13			9 09	26	.....Whately.. ...	34				10 14			4 44
	8 01		3 19			9 15	28	.**South Deerfield**.	32	5 25			10 09			4 38
	8 11		3 30			9 26	33	.....Deerfield.....	27				9 58			4 27
	8 21		3 40			9 46	36	...**Greenfield** [3]...	24	5 07			9 46			4 17
	8 36		4 00			10 03	43	....Bernardston....	17				9 31			4 00
	8 50		4 17			10 22	50	..**South Vernon** [4].	10	4 38			9 15			3 42
	9 00		4 29			10 34	55	.....Vernon.....	5				9 01			3 31
	9 10		4 42			10 47	60	...**Brattleboro'**...	0	4 20			8 50			3 20
P. M.	P. M.	P.M.	P. M.	P. M.	A.M.	A. M.		ARRIVE LEAVE		A.M.	A. M.	A. M.	A. M.	P. M.	P.M.	P. M.

Chicopee Falls Branch.—Leave Springfield for Chicopee Falls at 7 15 & 9 50 A. M., and 12 20, 3 15 & 6 15 P. M. Returning, leave Chicopee Falls at 7 50 & 10 30 A. M., and 1 05, 3 45 & 6 39 P. M. Distance, 5½ miles. Fare, 20 cents.

[1] Connects with N. H., Hart. & Springfield Railway.
[1] Junction of Western Railway.
[2] Junction of Canal Railway
[3] Junction of Vermont & Massachusetts Railway.
[4] Connects with Vermont & Mass. Railway.
[4] Connects with Ashuelot Railway.

ANDROSCOGGIN RAILWAY.

Oliver Moses, Pres., Bath, Me. Arthur Brown, Supt., Farmington, Me. [*Dec.* 1.

Going North.					Going South.		
Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.
P. M.	P. M.		LEAVE ARRIVE			P. M.	A. M.
9 35	2 40	0	...**Brunswick**...		63	12 45	6 55
9 55	3 00	8	...Little River...		55	12 25	6 35
10 05	3 10	12	.....Lisbon.....		51	12 15	6 25
10 15	3 25	14	ar..Crowley's..lv.		49	12 05	6 15
10 30	3 36	19	ar..**Lewiston**.lv.			11 50	6 00
P. M.	3 00		lv..**Lewiston**.ar.		54	12 20	A. M.
Saturdays only.	3 25	14	lv..Crowley's..ar.		49	12 05	Mondays only.
	3 38	19	...Sabattisville...		44	11 40	
	3 58	26	..Leed's Crossing..		37	11 18	
	4 22	34	...Leeds Centre ..		29	10 53	
	4 32	36	...North Leeds...		27	10 43	
	4 41	39	Strickland's Ferry		24	10 33	
	4 50	41	..East Livermore..		22	10 24	
	5 06	46	.Livermore Falls.		17	10 10	
	5 14	48	....Jay Bridge....		15	9 58	
	5 28	52	....North Jay....		11	9 46	
	5 40	56	.....Wilton.....		7	9 34	
	5 50	58	...East Wilton...		5	9 25	
	6 05	63	..**Farmington**..		0	9 10	
	P. M.		ARRIVE LEAVE			A. M.	

On Saturdays, an additional train leaves Lewiston for Brunswick at 6 00 p. m. Returning, leaves Brunswick on Mondays for Lewiston at 7 15 a. m.

BOSTON, CLINTON & FITCHBURG R'WAY.

L. Nichols, Pres., Boston, Mass. H. A. Blood, Supt., Fitchburg, Mass. [*Dec.* 7.

Boston to Fitchburg.					Fitchburg to Boston.		
Exp	Exp	Acc	M	STATIONS.	Exp.	Exp.	Acc
P.M.	P.M.	A.M.		LEAVE ARRIVE	A. M.	P. M.	P.M.
4 30	2 00	7 00	0	*Boston*, Wor. Dep.	9 15	2 30	8 10
5 16	2 50	7 57	21	**S. Framingham**	8 26	1 41	7 12
5 22	2 55	8 02	24	Framingham Cen.	8 19	1 35	7 07
5 29	3 00	8 10	28	.... Faysville	8 10		6 59
5 31	3 04		29	....Southboro'....	8 07	1 25	6 55
5 38	3 10	8 15	31	.South Marlboro'.	8 00	1 21	6 50
5 48	3 20	8 29	32	ar.. Marlboro'..lv.	7 55	1 10	6 40
5 28	3 00	7 55		lv.. Marlboro'..ar.	8 15	1 30	7 00
5 38	3 11	8 16		.South Marlboro'.	8 02	1 19	6 49
5 50	3 23	8 27	36	....Northboro'....	7 46	1 08	6 38
5 58			41	.....Berlin.....	7 35		6 21
6 10	3 39		43	.....Bolton.....	7 26	12 55	6 21
6 16	3 45	8 43	45	..... Clinton	7 20	12 51	6 16
6 30	3 57		50	.Pratt's Junction.	7 10	12 41	6 04
6 40	4 08	9 01	54	.. Leominster ...	7 00	12 33	5 50
6 50	4 20	9 11	58	...**Fitchburg** [1]..	6 50	12 20	5 40
P.M.	P.M.	A.M.		ARRIVE LEAVE	A. M.	P. M.	P.M.

[1] Connects with Vermont & Mass. and Cheshire Railways.

☞ The 7 00 a. m. and 4 30 p. m. trains connect at Fitchburg with trains for the Cheshire, Rutland & Burlington, and Vermont Central Railways. Also the 7 00 a. m. train connects at Fitchburg with the Vermont & Mass. Railway.

SHORE LINE RAILWAY.—New Haven, New London and Stonington.

S. H. Scranton, Pres. and Supt., and Wm. T. Bartlett, Vice-Pres. and Treas., New Haven, Conn.
C. H. Vaile, General Agent, New York. [*June* 8.

☞ New Haven to New London.

Mail.	Acc.	Exp.	Mail.	Mxd.	Mls.	STATIONS.	Mls.	Fares.	Mxd.	Acc.	Exp.	Mail.	Mail.
P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE			A. M.	P. M.	P. M.	P. M.	A. M.
11 15	5 55	3 15	10 55	6 40		..**New Haven** [1].	50	1 75	9 25	1 35	4 25	7 35	2 00
	6 05			6 50	2	...Fair Haven...	48	1 50	9 15	1 27		7 27	
	6 14			7 00	5	...East Haven...	45	1 50	9 08	1 20		7 20	
	6 23		11 14	7 10	8	.....Branford.....	42	1 50	9 00	1 14		7 12	
	6 35		11 22	7 22	11	...Stony Creek...	39	1 40	8 47	1 05		7 00	
	6 47	3 50	11 33	7 40	16	.....Guilford.....	34	1 25	8 34	12 54	3 50	6 47	
	6 53			7 46	18	... East River ...	32	1 20	8 26			6 40	
	6 59		11 43	7 54	20	.....Madison.....	30	1 10	8 20	12 43		6 35	
	7 10		11 52	8 07	23	.....Clinton	27	95	8 07	12 33		6 26	
	7 21		12 02	8 25	28	....Westbrook ...	22	85	7 53	12 22		6 15	
	7 30		12 12	8 38	32	.... Saybrook	18	70	7 41	12 12		6 05	
12 50	7 37		12 17	8 45	33	...Conn. River...	17	65	7 35	12 05		6 00	12 50
1 00	7 50	4 30	12 27	9 05	33	.....Lyme.....	17	55	7 25	11 55	3 05	5 50	12 40
	7 55			9 11	36	... Black Hall ...	14	55	7 20			5 44	
	8 02			9 18	39	...South Lyme...	11	45	7 10	11 42		5 37	
	8 10		12 45	9 30	43	... East Lyme ...	7	30	7 00	11 34		5 29	
	8 20			9 40	47	....Waterford....	3	15	6 49	11 24		5 19	
1 30	8 30	5 00	1 00	9 50	50	.**New London** [2].	0		6 40	11 15	2 35	5 10	12 10
A. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE			A. M.	A. M.	P. M.	P. M.	A. M.

☞ New London to New Haven.

Sunday Mail Train leaves New Haven at 7 50 P. M. Leaves New London at 10 15 P. M.

[1] Connects with New York & N. Haven Railway.
[2] Connects with New London Northern Railway.
[2] Connects with Stonington & Providence Railway.
[2] Connects with Norwich & Worcester Railway.

CANAL RAILWAY.

Jos. E. Sheffield, Pres., New Haven, Ct.
P. Dennis, General Agent for Lessees, and Supt., New Haven, Ct. [*May* 1.

N. Haven to Granby. | Granby to N. Haven.

Pass.	Mxd.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 20	6 30	0	..**New Haven** [1]..	46	9 40	5 40
3 40	7 06	7	..... Ives'	39	9 19	5 15
3 44	7 14	9	..Mount Carmel..	37	9 15	5 11
4 02	7 45	15	.... Cheshire	31	8 59	4 50
4 12	8 03	19	...Hitchcock's....	27	8 50	4 34
4 17	8 15	21	....Plantsville....	25	8 45	4 26
4 21	8 41	22	...Southington...	24	8 41	4 21
4 35	9 20	27	....Plainville [2]....	19	8 30	3 55
4 45	9 34	30	..**Farmington**..	16	8 20	3 32
5 03	10 00	37	.....Avon	9	8 06	3 04
5 10	10 10	37	....Weatogue	9	8 00	2 53
5 16	10 20	41	.... Simsbury	5	7 55	2 44
5 50	11 10	46	....**Granby** [3]....	0	7 43	2 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Through Fare, $1 50. Way Fares, 3 cents per mile.

Additional train leaves New Haven for Granby at at 10 55 a. m.; for Plainville at 7 40 & 10 55 A. M.

Leave Granby at 12 05 p.m., and Plainville at 12 49 & 2 20 p. m.

[1] Connects with New York & New Haven Railway.
[2] Connects with Collinsville Branch, *below*, and Providence, Hartford & Fishkill Railway.
[3] Connects with Hampshire & Hamden Railway.

NEW HAVEN & NORTHAMPTON CO.

Jos. E. Sheefield, Pres., New Haven, Ct.
C. N. Yeamans, Vice-Pres. & Supt., Westfield, Mass.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
A.M.	A.M.		LEAVE ARRIVE		P. M.	P.M.
10 30	6 00	0	.**Williamsburg**.	37	2 30	7 45
10 35	6 06	1	...Haydenville...	36	2 25	7 40
10 45	6 19	5	.....Florence.....	31	2 12	7 27
10 52	6 25	7	. **Northampton** .	30	2 05	7 20
11 05	6 40	12	...Easthampton...	25	1 53	7 08
11 17	6 52	16	.. Southampton ..	22	1 40	6 56
11 35	7 10	23	.....Westfield....	14	1 22	6 40
11 48	7 23	29	.... Southwick	8	1 09	6 29
12 05	7 43	37	.... **Granby**	0	12 52	5 55
1 55	9 40	83	...*New Haven*...		10 55	3 20
	12 55	159	....*New York*....			12 15
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

An additional train leaves Williamsburg for Westfield at 4 30 p. m. Leaves Westfield for Williamsburg at 7 30 a. m. [*May* 1.

☞ All trains connect at Westfield with Western Railway, and at Northampton with Connecticut River Railway.

Connects at Granby with Canal Railway.

Collinsville Branch.—Trains leave Plainville for Collinsville at 12 50 & 4 45 P.M. Returning, leave Collinsville at 7 40 A.M. and 2 30 P.M. Distance, 11½ miles. Fare, 30 cents.

Connects at Plainville with Canal Railway.

TROY & BOSTON RAILWAY.

D. T. Vail, President; D. Robinson, Vice-President; C. W. Moseley, Supt., Troy, N. Y.
——— ———, Gen. Ticket Agent, Troy, N. Y. [*Nov.* 23.

[1] Connects by Railway and Steamboat for New York; also, with Rensselaer & Saratoga and New York Central Railways.
Connects with Rutland & Washington Railway.

Troy to North Adams.						North Adams to Troy.			
Exp.	Mail.	Exp.	Acc.	Mls.	STATIONS.	Mls.	Exp.	Mail	Exp.	Acc
P. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	A.M.	P. M.	P. M.
9 50	4 45	2 00	8 00	0	.....**Troy**[1].....	48	4 45	9 35	4 00	6 55
9 59	4 56	2 11	8 11	4	... Lansingburg....	44	4 36	9 24	3 49	6 44
10 12	5 10	2 25	8 25	9	.....Grant's.....	39	4 23	9 10	3 35	6 30
10 22	5 20	2 35	8 35	13	....Schaghticoke...	35	4 13	9 00	3 25	6 20
10 26	5 24	2 39	8 39	14	....Valley Falls....	34	4 09	8 56	3 21	6 16
10 33	5 32	2 47	8 48	17	....Johnsonville ...	31	4 02	8 48	3 13	6 08
10 45	5 45	3 00	9 00	21	.....Buskirk's.....	27	3 50	8 35	3 00	5 55
10 50	5 50	3 05	9 05	23	...Eagle Bridge[2]...	25	3 45	8 30	2 55	5 50
P. M.	5 57	3 12	9 12	26	.Hoosick Junction.	22	A.M.	8 23	2 48	5 43
	6 03	3 18	9 18	27	.**Hoosick Falls**.	21		8 17	2 42	5 37
	6 11	3 26	9 26	30	..... Hoosick.....	18		8 09	2 34	5 29
	6 18	3 33	9 33	33	....Petersburg	15		8 02	2 27	5 22
	6 30	3 45	9 45	36	.. North Pownal ..	12		7 50	2 15	5 10
	6 37	3 52	9 52	39	.....Pownal	9		7 43	2 08	5 03
	6 50	4 05	10 05	43	...Williamstown...	5		7 30	1 55	4 50
	6 56	4 11	10 11	45	.... Blackinton....	3		7 24	1 49	4 44
	7 05	4 20	10 20	48	..**North Adams**..	0		7 15	1 40	4 35
	P. M.	P. M.	A. M.		ARRIVE LEAVE			A.M.	P.M.	P. M.

TROY & BENNINGTON RAILWAY.

Pass.	STATIONS.	Pass.
P. M.	LEAVE ARRIVE	A. M.
6 00	**Hoosick Junc.**[1]	8 20
6 07	..North Hoosick..	8 17
6 12	...Walloomsac...	8 11
6 20	...**State Line**...	8 05
P. M.	ARRIVE LEAVE	A. M.

[1] Connects with Troy & Boston R'way.

BENNINGTON & RUTLAND RAILWAY.

F. C. White, Supt., Bennington, Vt. [*Nov.* 30.

Mxd.	Mail.	Mls.	STATIONS.	Mls.	Mxd.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 15	3 30	0	....**Rutland**[1]...	55	11 40	9 30
3 30	3 45	6	....Clarendon....	49	11 25	9 15
3 40	4 10	9	...Wallingford ...	46	11 15	9 05
3 55	4 30	13	South Wallingford	42	10 50	8 50
4 10	5 00	18	Mt.Tabor & Danby	37	10 30	8 30
4 25	5 15	22	...North Dorset...	33	10 05	8 10
4 35	5 30	25	....East Dorset...	30	9 50	8 00
5 05	6 10	30	...**Manchester**..	25	9 30	7 45
5 25	6 30	36	...Sunderland ...	19	8 50	7 25
5 40	6 50	39	....Arlington.....	16	8 40	7 17
6 00	7 15	44	....Shaftsbury ...	11	8 10	7 05
6 15	7 35	49	.South Shaftsbury.	6	7 50	6 50
6 45	8 45	51	North Bennington	4	7 45	6 45
7 00	9 00	55	...**Bennington**..	0	7 15	5 30
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Bennington and State Line.—Trains leave Bennington for North Bennington and State Line at 7 15 a. m. and 5 30 p. m. Leave State Line for Bennington at 8 05 a. m. and 6 30 p. m.

[1] Connects with Rutland & Burlington Railway.

CAPE COD CENTRAL RAILWAY.

E. N. Winslow, Supt., Hyannis, Mass.

Trains leave Yarmouth for South Yarmouth, South Dennis, North Harwich, Harwich, Brewster, East Brewster, and Orleans at 11 27 a. m. and 7 09 p. m. Leave Orleans for Yarmouth at 6 15 a. m. and 1 35 p. m. Fare, 75 cents. [*Sept.* 24.

Connects at Yarmouth with Cape Cod Railway.

CAPE COD RAILWAY.

R. Borden, Pres., Fall River, Mass. E. N. Winslow, Supt., Hyannis, Mass. [*Sept.* 24.

Pass.	Pass.	Mls.	STATIONS.	M	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 00	7 50	0	*Boston* (O.Col. Station)	79	10 34	6 00
5 12	9 32	35	...**Middleboro'**...	44	9 12	4 25
5 29	9 48	42	.South Middleboro'.	37	8 54	4 07
5 37	9 58	45	..West Wareham..	34	8 47	4 00
5 43	10 02	47	..South Wareham..	32	8 37	3 52
5 49	10 10	49	.....Wareham.....	30	8 29	3 44
5 55	10 15	51	.....Agawam.....	28	8 22	3 37
6 04	10 23	54	..Cohasset Narrows.	25	8 15	3 30
6 09	10 28	55	.....Monument.....	24	8 11	3 26
6 19	10 36	59	..North Sandwich..	20	8 04	3 19
6 23	10 41	60	.. West Sandwich ..	19	7 59	3 14
6 32	10 51	62	..... Sandwich	17	7 52	3 07
6 51	11 09	70	..West Barnstable..	9	7 32	2 47
7 02	11 19	73	.....Barnstable.....	6	7 22	2 37
7 09	11 27	76	.....Yarmouth.....	3	7 15	2 30
7 20	11 37	79	.....**Hyannis**	0	7 05	2 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

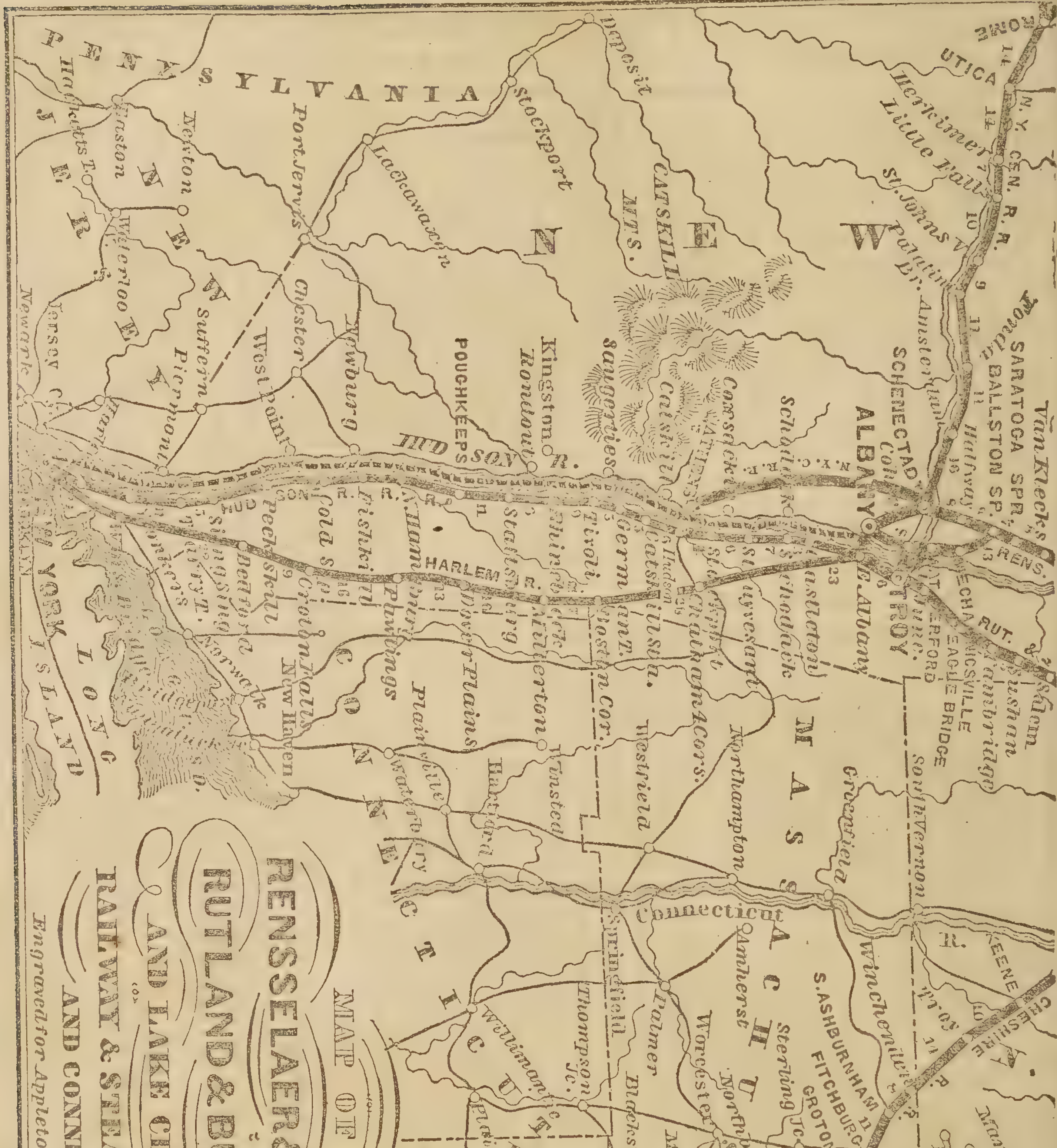
CALAIS & BARING AND LEWEY'S ISLAND RAILWAY.

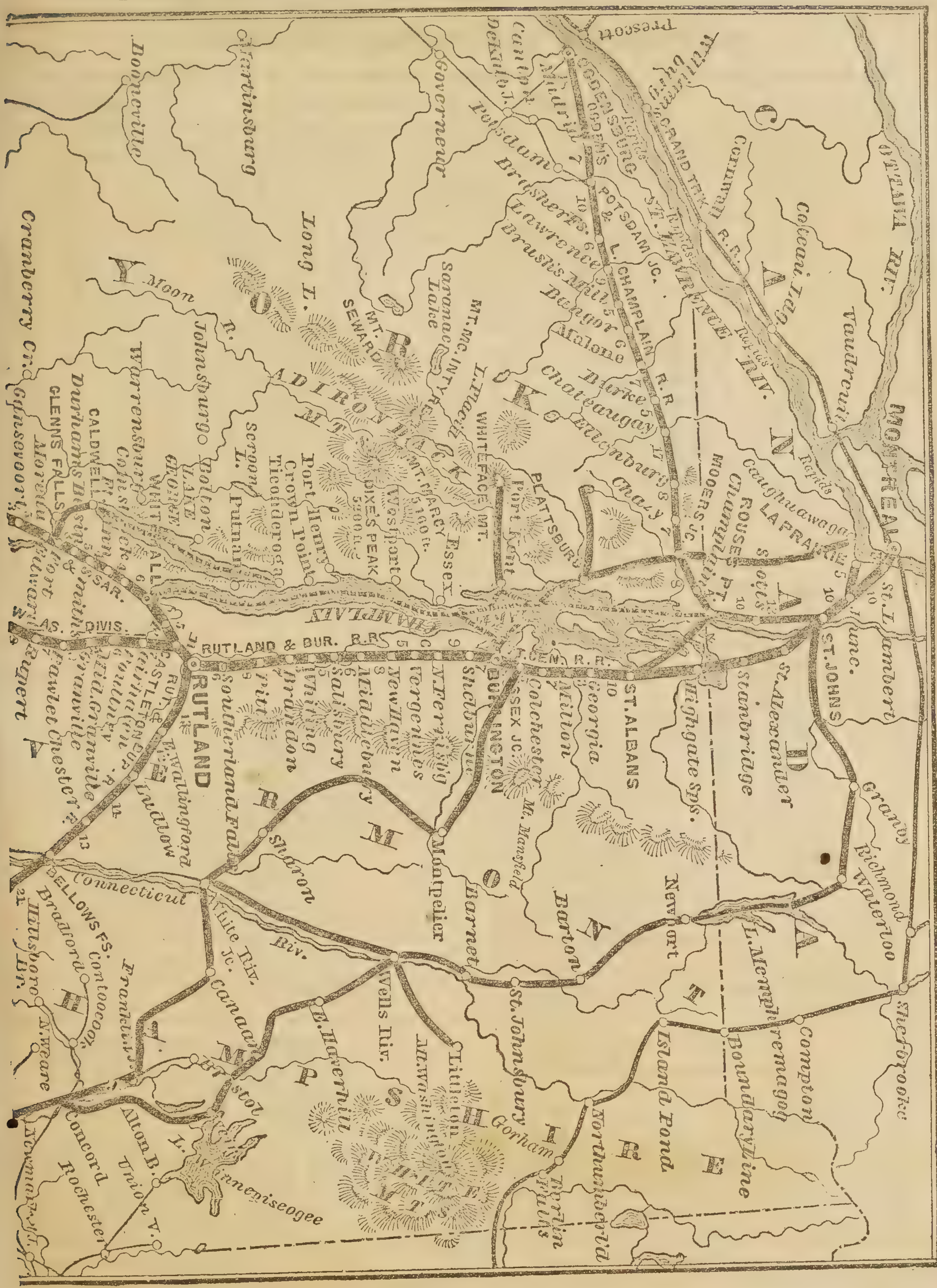
The *Calais & Baring Railway*, (Jas. Sargent, Pres.,) is 6 miles long, with 5½ miles of branches, connecting by bridges at Milltown and Baring with the British side of the St. Croix River.

The *Lewey's Island Railway* is 17 miles long, and extends from Baring to Princeton, Me.

Connects at Calais and Princeton with Steamboats to and from Portland and Boston.

W. W. Sawyer, Supt., Calais, Me.


MAP OF THE
RENSSELAER & SARATOGA
RUTLAND & BURLINGTON
AND LAKE CHAMPLAIN
RAILWAY & STEAMBOAT LINE
AND CONNECTIONS
Engraved for Appletons Railway Guide.
PENNSYLVANIA
NEW YORK
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
LONG ISLAND
ALBANY
TROY
SCHENECTADY
BOSTON
POUGHKEEPSIE
HARLEM R.
HUDSON R.
N. Y. CEN. R. R.
CATSKILL MTS.
Connecticut R.


OTTAWA RIV.
MONTREAL
Vaudreuil
Coteau Ldg.
Cornwall R.R.
ST. LAWRENCE RIV.
GRAND TRK. R.R.
Prescott
OGDENSBURG
Canton
DeKalb J.
Gouverneur
Madrid
Potsdam
POTSDAM JC.
Brasher F.S.
Lawrence
Brush's Mill
Bangor
Malone
Burke
Chateaugay
Ellenburg
Chazy
PLATTSBURG
Port Kent
Mooers
MOOERS JC.
Champlain
ROUSES PT.
Lacolle
Caughnawaga
LAPRAIRIE
St. Lambert
St. Johns
St. Alexander
Stanbridge
Highgate Sps.
Granby
Richmond
Waterloo
Newport
L. Memphremagog
Boundary Line
Compton
Sherbrooke
Island Pond
Northumberland
Berlin Falls
Gorham
Littleton
Mt. Washington
WHITE MTS.
Wells Riv.
E. Haverhill
St. Johnsbury
Barnet
Barton
Montpelier
Mt. Mansfield
ST. ALBANS
Georgia
Milton
Colchester
ESSEX JC.
BURLINGTON
Shelburne
Ferrisburg
Vergennes
New Haven
Middlebury
Salisbury
Whiting
Brandon
Pittsford
RUTLAND
RUTLAND & BUR. R.R.
Southerland Falls
Sharon
White Riv. Jc.
Connecticut Riv.
Canaan
Bristol
L. Winnepiseogee
Alton B.
Union V.
Rochester
Concord
Newmarket
N. Weare
Hillsboro Br.
Bradford
Contoocook
Franklin J.
BELLOWS FS.
Ludlow
E. Wallingford
Castleton
Fair Haven
Poultney
Granville
Pawlet
Chester
Rupert
Salem
Fort Edward
Moreau
Gansevoort
Cranberry Cr.
GLENNS FALLS
CALDWELL
Warrensburg
Johnsburg
Bolton
L. GEORGE
Schroon L.
Putnam
Ticonderoga
Crown Point
Port Henry
Westport
Essex
DIXE'S PEAK
MT. MARCY
WHITEFACE MT.
L. Placid
MT. MC. INTYRE
MT. SEWARD
Saranac Lake
Long L.
ADIRONDACK MTS.
CHAMPLAIN
Moon R.
Martinsburg
Booneville
NEW YORK
VERMONT
NEW HAMPSHIRE
CANADA

RENSSELAER & SARATOGA RAILWAY.

GEO. H. CRAMER, President; I. V. BAKER, Superintendent; H. S. MARCY, Gen. Freight Agent; and OTIS N. CRANDALL, Gen. Ticket Agent, Troy, N. Y. [*Nov.* 30.

☞ Albany and Troy to Saratoga and Rutland.

Exp.	Mail.	Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.	Exp.	Mail.
		P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.		
		4 10	7 10		.....**Albany**[1]....		10 15	9 00		
P. M.	P. M.	4 30	7 30		....Schenectady....		9 30	8 20	A. M.	P. M.
9 45	2 00	4 30	7 30	0	.....**Troy**[2].....	95	9 55	8 50	5 10	4 00
: :	: :	4 36	7 36	1	....Green Island....	94	9 50	8 45	: :	: :
: :	: :	4 49	7 49	4	.....Waterford.....	91	9 38	8 29	: :	: :
: :	: :	4 58	7 58	6	..Albany Junction ..	89	9 33	8 22	: :	: :
: :	: :	5 14	8 13	12	...Mechanicsville...	83	9 17	8 05	: :	: :
: :	: :				.....East Line.....				: :	: :
: :	: :	5 45	8 45	25	..... Ballston[3]	70	8 45	7 35	: :	: :
: :	: :	6 05	9 05	32	ar } **Saratoga** { lv	63	8 25	7 15	: :	: :
: :	: :	6 13	9 10		lv }		8 17	7 06	: :	: :
: :	: :	6 40	9 35	43	.... Gansevoort	52	7 50	6 40	: :	: :
: :	: :	6 55	9 48	48	.....Moreau.....	47	7 36	6 25	: :	: :
: :	: :	7 00	9 53	49	..**Fort Edward**[4].	46	7 30	6 19	: :	: :
: :	: :	7 09	10 01	52	..Dunham's Basin..	43	7 19	6 10	: :	: :
: :	: :	7 20	10 12	57	...Smith's Basin....	38	7 08	6 00	: :	: :
: :	: :	7 30	10 23	61	.....Fort Ann.....	34	6 58	5 49	: :	: :
: :	: :	7 40	10 33	65	Comstock's Landing	30	6 48	5 38	: :	: :
: :	: :	7 58	10 49	71	W'hall } ..Junction.. { W'hall	24	6 30	5 20	: :	: :
: :	: :		11 00	73	} **L. Cham.**[5] {	26	6 20		: :	: :
: :	: :	8 05	10 53	71	} ..Junction .. {	24	6 25	5 15	: :	: :
: :	: :	8 30	11 15	79	.....Fairhaven.....	16	6 03	4 53	: :	: :
: :	: :	8 38	11 20	81	.....Hydeville.....	14	5 57	4 47	: :	: :
10 45	2 55	: :	: :	23	..**Eagle Bridge**[6].	62	: :	: :	4 10	2 55
		: :	: :		...Wait's Corner...		: :	: :		
11 01	3 12	: :	: :	29	.....Cambridge.....	56	: :	: :	3 51	2 38
11 15	3 25	: :	: :	34	.....Shushan.....	51	: :	: :	3 33	2 23
11 33	3 46	: :	: :	41	..... **Salem**	44	: :	: :	3 13	2 04
		: :	: :	43	....West Rupert....	38	: :	: :		
11 58	4 11	: :	: :	49	.....Rupert.....	36	: :	: :	2 48	1 38
12 16	4 30	: :	: :	56	.....Pawlet.....	29	: :	: :	2 29	1 20
12 24	4 40	: :	: :	59	.....Granville	26	: :	: :	2 19	1 10
12 29	4 45	: :	: :	61	..Middle Granville..	24	: :	: :	2 14	1 05
12 45	5 00	: :	: :	67	.....Poultney.....	18	: :	: :	1 56	12 49
1 03	5 20	8 50	11 29	84	.... **Castleton**	11	5 48	4 37	1 38	12 30
1 20	5 40	9 07	11 45	91	W. Rut. & Clar. Spr.[7]	4	5 32	4 20	1 20	12 12
1 25	5 45	9 13	11 50	93	...Center Rutland...	2	5 26	4 15	1 15	12 06
1 30	5 50	9 20	11 55	95	.....**Rutland**[8].....	0	5 20	4 10	1 10	12 00
A. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	A. M.	M.

☞ Rutland to Saratoga, Troy and Albany.

[1] Connects with New York Central, Hudson River, Harlem, Albany & Susquehanna, and Boston & Albany Railways. Also with Steamboats to New York.
[2] Connects with railways diverging from Troy.
[3] Junction of Saratoga & Schenectady Division.
[4] Steamboats to Glen's Falls, Lake George, &c.
[5] Steamboats to Burlington, Plattsburgh & Montreal.
[6] Connects with Troy & Boston Railway.
[7] Connects with Stages for Clarendon Springs.
[8] Connects with Rutland & Burlington and Bennington & Rutland Railways.

ALBANY DIVISION.

ROBERT MORRIS, Gen. Agent, Albany.

P.M.	P.M.	A.M.	A.M.	LEAVE ARRIVE	A.M.	A.M.	P.M.	P.M.
4 10	1 00	8 25	7 10	.....**Albany**.....	9 00	1015	2 55	9 00
	1 20	8 40		.....Cemetery....	8 40		2 39	
	1 30	8 50		....West Troy....	8 30		2 31	
4 37	1 40	9 00	7 35	.....Cohoes.....	8 20	9 45	2 23	8 32
4 45	1 50	9 08	7 43	....Waterford....	8 05	9 38	2 15	
4 50	2 00	9 15	7 50	..**Albany Junc.**.	8 00	9 33	2 10	8 22
P.M.	P.M.	A.M.	A.M.	ARRIVE LEAVE	A.M.	A.M.	P.M.	P.M.

Distance, 30 miles.

SCHENECTADY DIVISION

I. V. BAKER, Supt., Troy.

Pas.	Pas.	STATIONS.	Pas.	Pas.
P.M.	A.M.	LEAVE ARRIVE	A.M.	P.M.
4 30	7 30	..**Schenectady**..	9 30	8 20
4 50	7 50	.Half-way House.	9 10	8 00
5 15	8 15	.....Ballston.....	8 45	7 35
6 05	9 05	....**Saratoga**....	8 25	7 15
P.M.	A.M.	ARRIVE LEAVE	A.M.	P.M.

Distance, 22 miles.

LAKE CHAMPLAIN STEAMERS.

President.—LE G. B. CANNON, Burlington. *Gen'l Sup't.*—O. C. MITCHELL, Burlington, Vt.

Adirondack, Capt. Wm. H. Flagg.
Canada, Capt. Wm. Anderson.

United States, Capt. J. C. Babbitt.
Montreal, Capt. Henry Mayo. [*June* 29.

Whitehall to Plattsburgh,
On arrival of Cars from Troy and Albany.

	Mls.	*Day Line.*	*Night Line*
Leave Whitehall [1]	0	11 00 A. M.	9 00 P. M.
" Benson	13	12 15 P. M.	
" Orwell	20	12 30 "	
" Ticonderoga [2]	24	12 45 "	
" Shoreham	26	12 55 "	
" Crown Point	35	1 20 "	
" Port Henry	44	2 00 "	
" Westport	55	2 40 "	
" Essex	65	3 30 "	
" Burlington [3]	80	5 00 "	3 30 A. M.
" Port Kent [4]	90	5 30 "	
Arrive at Plattsburgh [5]	105	6 30 "	5 30 "
Arrive at Montreal, via rail from Plattsburgh	167	10 00 P. M.	10 00 A. M.

Plattsburgh to Whitehall,
On arrival of Cars from Montreal and Ogdensburg.

	Mls.	*Day Line.*	*Night Line*
Leave Montreal (by rail to Plattsburgh)	0	5 00 A. M.	4 30 P. M.
Leave Plattsburgh [5]	62	8 00 "	8 00 "
" Port Kent [4]	77	9 00 "	8 45 "
" Burlington [3]	87	9 30 "	9 45 "
" Essex	102	.....	10 50 "
" Westport	112	.....	11 50 "
" Port Henry	123	12 00 P. M	12 30 A. M.
" Crown Point	132	12 30 "	1 20 "
" Shoreham	141	12 50 "	1 50 "
" Ticonderoga [2]	143	1 00 "	2 00 "
" Orwell	147	1 15 "	2 15 "
" Benson	154	2 00 "	3 00 "
Arrive at Whitehall [1]	167	3 45 P. M.	6 00 A. M.

[1] Connects with Railways to Troy, Albany, New York, Schenectady, and the West.
[2] Connects with Boat on Lake George, by stages 3 miles to foot of Lake.
[3] Connects with Rutland & Bur. Railway, and Vt. Central Railway to White Mountains; also, by cars and stages to Mount Mansfield—from Burlington 20 miles, and from Waterbury 20 miles.
[4] Connects with Stages by Plank Road for Fishing Lakes among the Adirondacs.
[5] Connects with Stages by Plank Road for Saranac and Chazy Lake, and Plattsburg & Montreal Railway to Montreal and Ogdensburgh.

Condensed Time-Table of the All-Rail Route between New York and Montreal.

New York to Montreal.

	Express.
Leave New York, *via* Hudson Riv. R. R.	3 30 P. M.
Leave Albany [1]	9 30 "
" Troy [2]	9 45 "
" Rutland [3]	1 30 A. M.
" Burlington [4]	4 15 "
" St. Albans	6 10 "
" Rouse's Point [5]	.....
" St. Johns [6]	8 05 "
Arrive Montreal	9 25 "
" Ogdensburgh	1 00 P. M.

Montreal to New York.

	Express.
Leave Montreal	3 30 P. M.
" Ogdensburgh	11 30 A. M.
" St. Johns [6]	5 40 P. M.
" Rouse's Point [5]	6 35 "
" St. Albans	7 20 "
" Burlington [4]	9 30 "
" Rutland [3]	1 10 A. M.
Arrive Troy [2]	5 10 "
" Albany [1]	5 30 "
" New York, *via* Hudson Riv. R. R.	11 30 A. M.

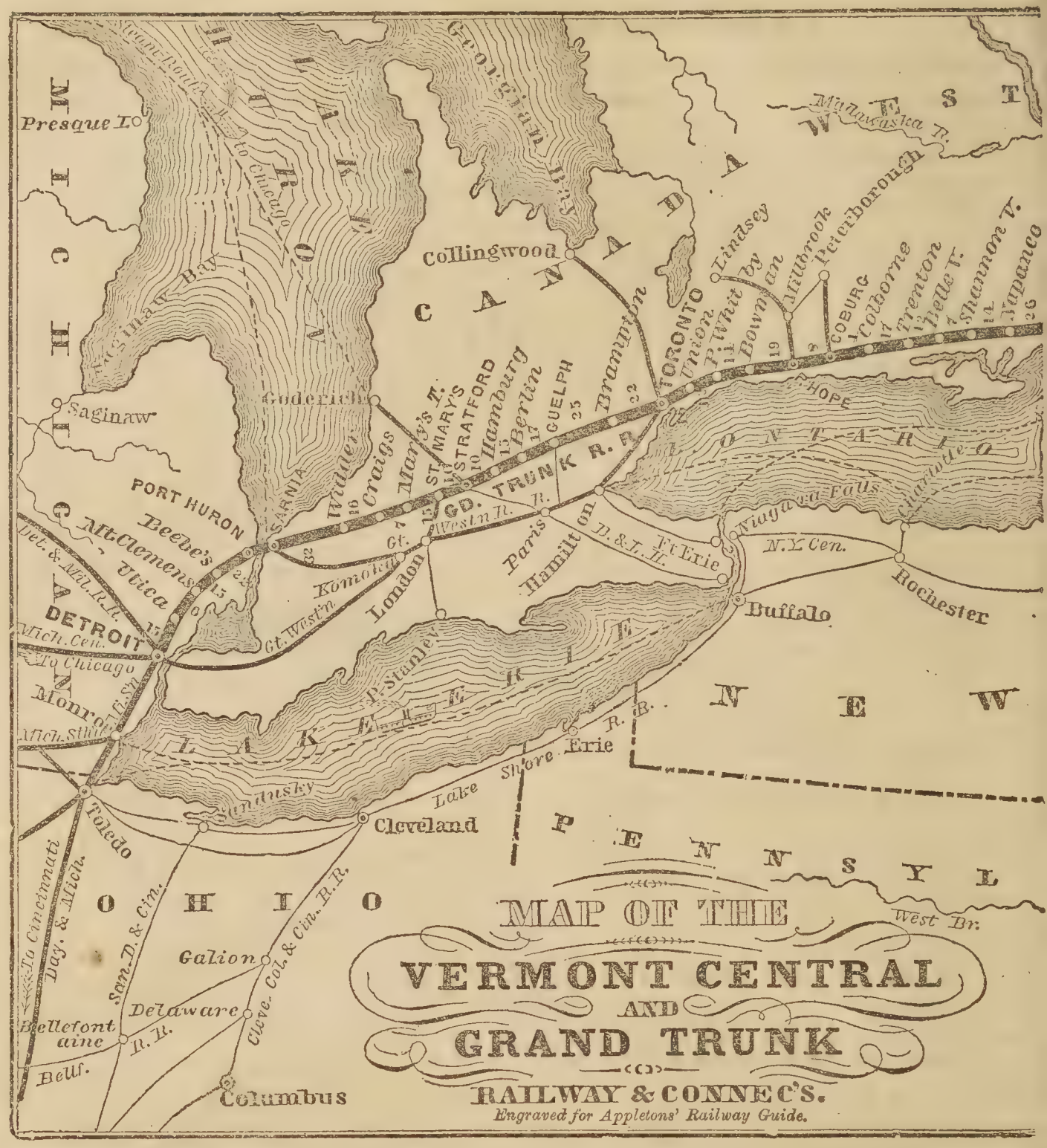
[1] Connects at Albany and Troy with N. Y. Central Railway to and from the West.
[1] Connects with Boston & Albany Railway to and from Boston, Springfield, &c.
[1] Connects with Rensselaer & Saratoga Railway for Saratoga, Whitehall, &c.
[1] Connects with Albany & Susquehanna Railway.
[2] Connects with Troy & Boston Railway.
[3] Connects with Rutland & Burlington Railway to and from Bellows Falls, Boston, &c.
[4] Connects with Vermont Central Railway to and from Montpelier, Northfield, White Mountains, &c.
[5] Connects with trains to and from Plattsburgh, Malone, and Ogdensburg.
[6] Connects with trains to and from Montreal.

STANSTEAD, SHEFFORD & CHAMBLY DIVISION OF VERMONT CENTRAL RAILWAY.

Mail train leaves St. Johns for Soixante, St. Brigide, West Farnham, St. George, Granby, Holland's, West Shefford and Waterloo at 4 50 P. M. Leaves Waterloo for St. Johns at 6 00 A. M.

Distance, 43 miles. Connects at St. Johns with Montreal & Champlain Railway, and with trains for St. Albans, Burlington, &c.

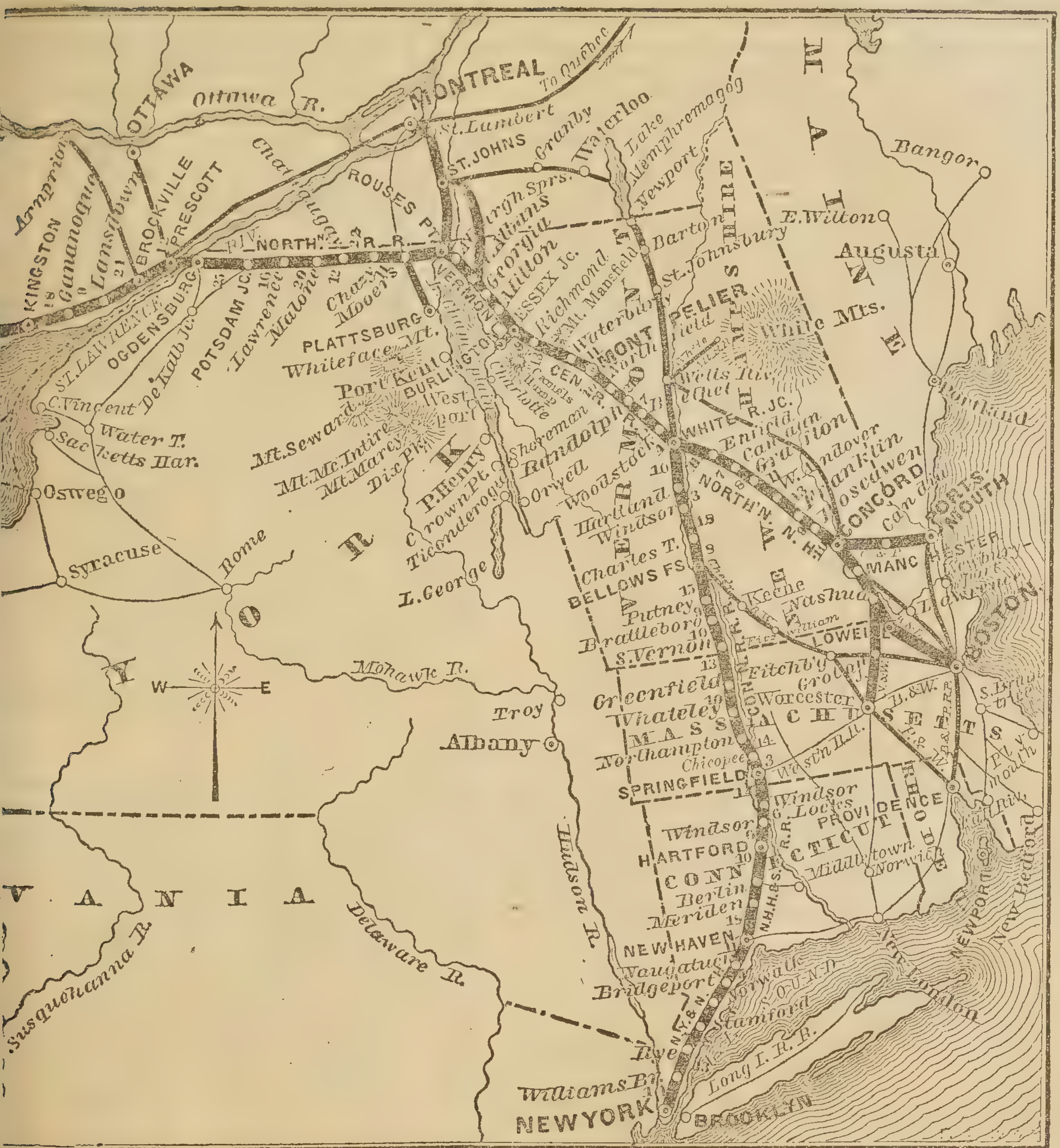
Geo. Merrill, Gen. Supt., St. Albans, Vt.



THE VERMONT CENTRAL RAILWAY, and roads operated by its managers, between Bellows Falls and St. John, C. E., forms a continuous rail line *via* the Connecticut River Valley, passing through the most fertile and picturesque portion of New England.

MONTPELIER, the capital of Vermont, located on this road, 104 miles from Bellows Falls, is adorned with one of the most beautiful State-Houses in the Union, and is in every way an enterprising place.

At WATERBURY, 114 miles from Bellows Falls, the tourist leaves the cars for Mount Mansfield, the highest peak of the Green Mountains, being about 5,000 feet high. This mountain, being so easy of access, has become a noted resort for the tourist. It is situated about fifteen miles from Waterbury Station; ten miles of the route is over a plank road to the pleasant and romantic village of Stowe, where may be found every facility for making one's stay agreeable; and horses, carriages, and other necessaries to make the ascent with ease. The scenery from the summit of this mountain *can not be excelled in*



the Union. Montreal, 70 miles, and the White Mountains, 100 miles distant, can be seen with the naked eye. Fifty villages, and every county in the State, can be seen from the summit.

Burlington, 144 miles from Bellows Falls, is one of the most beautiful of all New England towns, situated on the east of Lake Champlain, overlooking Burlington Bay and numerous islands, the Adirondack Mountains, &c.; it contains 10,000 inhabitants, and has a large amount of shipping.

St. Albans, 160 miles from Bellows Falls, and 65 miles from Montreal, has about 6.000 inhabitants, giving, with its surrounding country, a large passenger and freight business, shipping annually some 4,000,000 pounds of butter and cheese. It is favored with one of the best hotels (the Weldon House) in the country. The village is situated two and a half miles east of St. Albans Bay, and within a few miles of Highgate and Alburgh Springs, and is the junction of the Montreal & Vermont Junction Railway, running direct to Montreal without change of cars.

☞ **For Time-Table, &c., of this Line, see next page.**

VERMONT & CANADA, VER. CENTRAL AND SULLIVAN RAILWAY.

LAWRENCE BRAINERD, J. GREGORY SMITH, and JOSEPH CLARK, Trustees and Managers, St. Albans, Vt. } G. MERRILL, Gen. Supt., St. Albans, Vt. H. H. LOCKLIN, Asst. Supt.

M. G. ELLIOT, Gen. Ticket Agent, St. Albans, Vt. LANSING MILLIS, Gen. Agent, 5 State st., Boston.

☞ Bellows Falls to Rouse's Point.

Mxd	Pass.	Mail.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Exp.	Pass.
		P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	P. M.	
		3 00	12 15			.....*New York*.....		10 50		12 45	
	P. M.	7½ AM	5 00	8 00		.....*Boston*.....		6 35	10 30	8½ AM	A.M.
	5 50	12 30	10 10	:	0	**.Bellows Falls*.**	184	2 15	:	3½ AM	7 25
	6 06	12 40	10 20	Via Lowell.	4	..So. Charlestown..	180	2 05	Via Lowell.	3 15	7 08
	6 25	12 51	10 31		8	....Charlestown †...	176	1 55		3 05	6 52
	6 45	1 05	10 45		14	..No. Charlestown..	171	1 35		2 50	6 30
	7 02	1 16	10 56		18	.....Claremont †....	166	1 16		2 40	6 12
	7 34	1 36	11 18		26	....**Windsor***	158	12 54		2 10	5 39
	7 50	1 45	11 29		30	.....Hartland	154	12 45		1 58	5 23
	8 04	1 55	11 40	P. M.	34	.. North Hartland ..	150	12 35		1 45	5 07
	8 25	2 25	12 05	1 20	40	**Wh. Riv. Junc.***	144	12 20	6 00	1 30	4 45
	P. M.	2 29	12 10		42	White River Village	142	11 50		1 10	A.M.
		2 34	12 15		43	....Woodstock †....	141	11 45		1 05	
		2 44	12 25		48	...West Hartford...	136	11 34		12 55	
		3 00	12 40		53	.....Sharon	131	11 18		12 40	
		3 15	12 52	2 08	58	..South Royalton †..	126	11 06	4 32	12 23	
		3 21	12 57		60	.....Royalton †	124	10 57		12 08	
		3 33	1 09	2 25	65	.....Bethel †.....	119	10 45	4 12	11 56	
		3 54	1 28	2 43	72	.....Randolph †.....	112	10 25	3 54	11 39	
	Acc.	4 10	1 43		78	.....Braintree	106	10 12		11 25	
	A. M.	4 34	2 07		87	..... Roxbury.....	97	9 50		11 00	
	7 45	5 00	2 27	3 40	94	....**Northfield**	90	9 30	2 58	10 35	
	8 22	5 35	3 00	4 15	104	arr. } **Mont-** { l've	82	8 55	2 17	9 55	
	8 00	5 15	2 40	3 55		l've } **pelier** † { arr.		9 15	2 40	10 17	
	8 25	5 38	3 06		108	....Middlesex †	76	8 54		9 53	
	8 42	5 56	3 25	4 35	113	....Waterbury †....	71	8 42	2 02	9 40	
	9 07	6 16	3 45		121	..... Bolton	63	8 12		9 15	
	9 17	6 25	3 55		124	.... Jonesville †	61	8 03		9 07	
	9 27	6 34	4 05	5 09	127	.....Richmond †....	57	7 55	1 23	8 58	
	9 42	6 48	4 22		132	..... Williston	52	7 40		8 44	
	9 55	7 00	4 35	5 32	135	ar..Essex Junc. †.lv.	48	7 30	1 00	8 33	
	10 25	7 27	5 12	6 00	141	.....Winooski		7 05	12 38	8 00	
	10 40	7 35	5 20	6 10	144	arr. } **Bur-** { l've		6 55	12 30	7 50	
	9 35	6 30	4 15	5 00		l've } **lington*** { arr.	56	8 00	1 30	9 10	
	9 34	6 40	4 23	5 10		..... Winooski		7 50	1 20	8 52	
	10 10	7 07	4 45	5 40		lv...Essex Junc...ar.	48	7 25	12 55	8 23	
	10 20	7 17	4 55		140	.....Colchester.....	44	7 15		8 13	
	10 39	7 35	5 15	6 04	147	.....Milton.....	37	6 55	12 29	7 55	
	10 50	7 45	5 24		151	.....Georgia †.....	33	6 45		7 45	
P. M.	11 15	8 10	5 48	6 35	161	ar..**St. Albans** †..lv		6 20	12 00	7 20	A.M.
2 15	A. M.	P. M.	6 05	6 50		l've..St. Albans..arr	24	A. M.	11 50	6 50	7 20
3 20			6 30	7 15	170	.....Swanton †.....	14		11 26	6 26	6 30
4 00			6 50	7 33	177	..Alburgh Springs..	7		11 08	6 06	5 35
4 20			7 00	7 42	180	.....Alburgh.....	4		11 00	5 58	5 10
4 30			7 08	7 48	183	....West Alburgh...	1		10 55	5 52	4 55
4 45			7 20	8 00	184	...**Rouse's Pt.*...**	0		10 45	5 40	4 40
P. M.			1 00	1½ AM		... *Ogdensburgh*...				11 30	A.M.
			6 10	6 55		lv..**St. Albans**..ar.			11 45	6 45	
			6 35	7 17		...East Swanton...			11 23	6 17	
			6 45	7 27		..Highgate Springs..			11 12	6 05	
			7 00	7 42		.... St. Armand			11 02	5 50	
			7 05	7 47		.....Moore's.....			10 55	5 42	
			7 20	7 57		.....Stanbridge.....			10 42	5 32	
			7 27	8 04		....Des Rivieres'....			10 35	5 25	
			7 45	8 20		... St. Alexandre ...			10 20	5 10	
			7 58	8 30		...S.. S. & C. Junc...			10 07	4 57	
			8 05	8 45		....**St. John's**....			10 00	4 50	
			9 25	9 50		..... *Montreal*.....			8 40	3 30	
			A. M.	P. M.		ARRIVE LEAVE			A. M.	P. M.	

☞ Rouse's Point to Bellows Falls.

[*Nov.* 30.

† Stage Connections.

* RAILWAY CONNECTIONS.—*At Bellows Falls*, with trains over the Cheshire and Fitchburg Railways for Keene, Fitchburg, Worcester, and Boston; and over Vt. Valley and Conn. Riv. R'ways for Brattleboro', Springfield, N. Haven, and N. York. *At White River Junction*, with trains over Conn. & Pass. Rivers R'way for Wells River, St. Johnsbury, Littleton, and White Mountains; and over Northern (N. H.) R'way for Boston, &c. *At Burlington*, with trains over Rut. & Burlington R'way for Rutland, Troy, Albany, &c.; and with Steamers on Lake Champlain for Ticonderoga, L. George, Saratoga Springs, &c. *At Rouse's Point*, with trains over Northern (Ogdensburg) Railway for Potsdam, Ogdensburgh, and the West, via Grand Trunk Railway, &c.; and over the Montreal & Champlain Railway for Montreal, Quebec, &c.

☞ For Stanstead, Shefford & Chambly Division, see page 153.

BROCKVILLE & OTTAWA RAILWAY.

R. P. Cooke, President; A. B. Dana, Vice-Pres.; H. Abbott, Manager for Trustee; and C. F. Fraser, Secretary and Treasurer, Brockville, Can. [*Dec.* 7.

Mxd.	Mxd.	Mls.	STATIONS.	Mls.	Mxd.	Mxd.
	P. M.		LEAVE ARRIVE		P. M.	
	4 15	0	...**Brockville**...	75	2 00	
	5 01	10	.... Bellamy's....	65	1 08	
	5 30	16	.....Wolford.....	59	12 40	
	5 54	21	...Irish Creek...	54	12 16	
	6 30	28	.**Smith's Falls**.	47	11 43	
	7 00	37	... Franktown ...	38	10 54	
	7 12	41	.... Beckwith....	34	10 43	
	7 47	46	..Carleton Place..	29	10 19	
	8 20	52	....**Almonte**....	23	9 50	
	9 15	61	... Pakenham ...	14	9 04	
	9 45	69	... **Arnprior** ...	6	8 26	
	10 10	75	.. **Sand Point** ..	0	8 00	
	P. M.		ARRIVE LEAVE		A.M.	

Perth Branch.—Trains leave Smith's Falls for Perth at 11 50 A. M. and 6 35 P. M. Returning, leave Perth at 10 40 A.M. and 5 30 P.M. Distance, 12 miles.

NORTHERN RAILWAY OF CANADA.

Joseph C. Morrison, Pres., and Fred. Cumberland, Managing Director, Toronto, Can.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 40	7 00	0	....**Toronto** [1]...	94	10 35	9 10
4 37	7 52	14	.... Thornhill	80	9 44	8 17
4 50	8 04	18	..Richmond Hill..	76	9 32	8 06
5 04	8 17	22	.....King.....	72	9 20	7 54
5 24	8 37	30	..... Aurora	64	9 02	7 30
5 36	8 50	34	....Newmarket..	60	8 50	7 23
5 48	9 02	38	.Holland Landing.	56	8 36	7 11
6 00	9 13	41	.....Bradford.....	53	8 24	7 00
6 20	9 33	49	.....Gilford.....	45	8 02	6 38
6 30	9 55	52	.....Leroy.....	42	7 53	6 30
7 10	10 35	64	.....Barrie.....	32	7 15	5 35
8 00	11 22	73	.....Angus.....	20	6 35	4 50
8 25	11 43	80	.... Sunnidale....	14	6 15	4 25
8 45	12 00	85	..... Stayner.....	8	5 55	4 05
9 10	12 25	94	.**Collingwood** [2].	0	5 30	3 40
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Grand Trunk and Great Western Railways.
[2] Connects with Steamers to Mackinac, Milwaukee, Chicago, &c. [*April* 27.

PORT HOPE, LINDSAY & BEAVERTON RAILWAY.

A. T. Williams, Supt., Port Hope, Can. West.

Trains leave Port Hope for Lindsay at 5 45 a. m. and 3 00 p. m. Leave Lindsay for Port Hope at 9 35 a. m. and 12 35 p. m. Distance, 43 miles.

Peterboro' Br.—Leave Pt. Hope for Peterboro' at 10 10 a.m. and 1 15 p.m. Leave Peterboro' for Pt. Hope at 5 30 a. m. and 3 30 p. m. Distance, 31 miles.

ST. LAWRENCE & OTTAWA RAILWAY.

(*Late Ottawa & Prescott Railway.*)

Thos. Reynolds, Managing Director, Ottawa. Can.
T. S. Detlor, Supt., Prescott, Can. [*Nov.* 30.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 10	7 30	0	....**Prescott** [1]...	54	10 30	4 15
2 25	7 45	2	Prescott Junction	52	10 15	4 00
2 43	8 10	9	...Spencerville...	45	9 50	3 30
3 07	8 40	17	.....Oxford.....	37	9 30	3 07
3 22	9 15	23	... Kemptville ...	31	9 15	2 50
3 45	9 45	31	.....Osgoode.....	23	8 55	2 20
4 00	10 05	37	.....Rossiters.....	17	8 40	2 00
4 15	10 25	43	....Gloucester....	11	8 25	1 40
4 45	11 00	54	....**Ottawa** [2]....	0	8 00	1 00
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects (by ferry) with Ogdensburg & Lake Champlain Railway.
[1] Connects with Grand Trunk Railway.
[2] Steamboats to places on Ottawa River.

LONDON & PORT STANLEY RAILWAY.

W. Bowman, Supt., London, Can.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 00	7 30	0	....**London** [1]....	24	10 45	6 30
3 10	7 40	3	....Pond Mills....	21	10 35	6 20
3 17	7 47	5	Westminister Nor.	19	10 25	6 10
3 27	7 57	8	Westminister Sou.	16	10 15	6 00
3 35	8 05	11	....Yarmouth....	13	10 05	5 50
4 00	8 25	15	...**St. Thomas**..	9	9 55	5 40
4 10	8 35	20	..... White's.....	4	9 40	5 20
4 20	8 45	24	.**Port Stanley** [2].	0	9 30	5 10
P. M.	A. M.		ARRIVR LEAVE		A. M.	P. M.

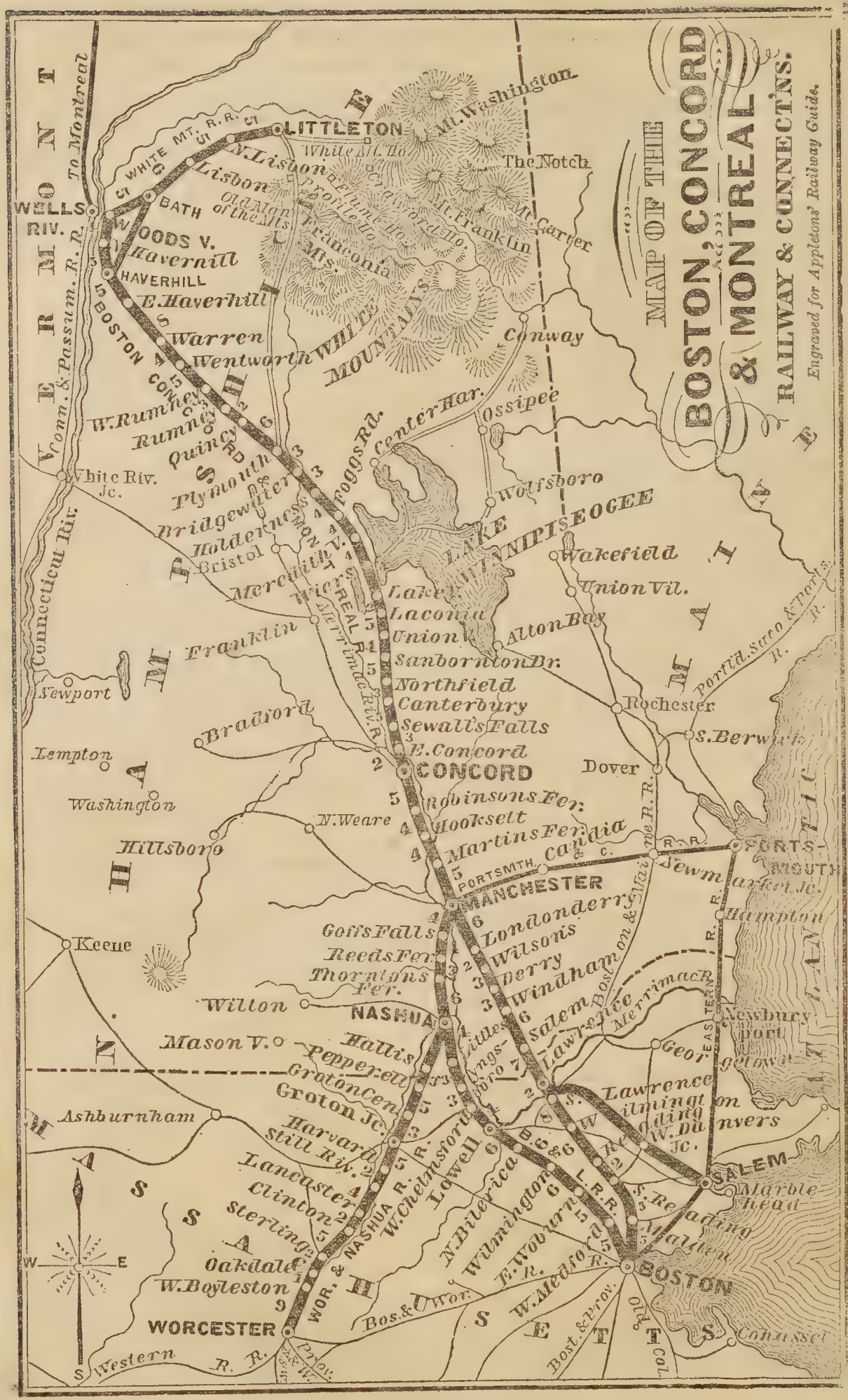
[1] Connects with Great Western Railway of Canada.
[2] Connects with Steamers for Ruffalo, Cleveland, Sandusky, Toledo, &c. [*Nov.* 2.

WELLAND RAILWAY AND STEAMBOAT CO. OF CANADA.

J. G. McGrath, General Manager, St. Catharines, Can. West. [*July* 11.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M
3 00	7 20	0	**Port Dalhousie**	44	11 50	7 35
3 20	7 40	3	..St. Catharines .	41	11 35	7 15
3 45	8 05	8	..... Thorold.....	36	11 15	6 55
3 55	8 15	10	... Allanburgh ...	34	11 05	6.45
4 03	8 23	13	..Port Robinson .	31	10 57	6 37
4 15	8 35	17	..... Welland.....	27	10 45	6 25
4 45	8 55	25	..Port Colborne..	19	10 25	6 05
7 00	12 55	44	.... **Buffalo**	0	6 50	3 30
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Connects at Port Dalhousie with Steamers for Kingston and Oswego; at St. Catharines, with Great Western Railway; at Port Colborne, with Buffalo & Lake Huron Railway for Buffalo, Brantford, Goderich, &c.



THE above Map represents the route from Boston, Worcester, and Salem, Mass., to Lake Winnipisseogee and the White Mountains. LAKE WINNIPISSEOGEE is about 33 miles north of Concord. It is the largest and most picturesque in the State. It is very irregular in its shape, being indented with numerous bays. It is about 26 miles long, by from one to ten in width. It has very fine and clear water, and is thought by some to rival Loch Lomond in picturesque beauty.

THE WHITE AND FRANCONIA MOUNTAINS.—These Mountains attract more tourists than any other natural object in the United States, excepting only Niagara Falls. The traveler may journey for weeks through its wild scenery with a constant succession of grand objects to interest his mind. There are many objects of interest to the traveler which want of space prevents us from noticing, among which is the White Mountain Notch, a pass of great celebrity; coming from the north or west, you enter it by an opening only 23 feet in width, between two perpendicular rocks, one 20 and the other 12 feet high.

BOSTON, CONCORD & MONTREAL, AND WHITE MOUNTAINS (N. H.) RAILWAYS.

J. E. Lyon, Pres., Boston, Mass. J. A. Dodge, Supt., and C. M. Whittier, Chief Clerk, Plymouth, N. H.
Jas. L. Rogers, Gen. Ticket Agent. [*Nov.* 10.

THE OLD, DIRECT, AND MOST CONVENIENT ROUTE

FROM

BOSTON, NEW YORK,

AND THE SOUTHERN AND SOUTH-WESTERN CITIES, TO THE

WHITE MOUNTAINS.

Boston, Concord & Montreal Railway is fifty-nine miles nearer, cheaper, and more romantic in its scenery, than any other, and requires much less conveyance by stages to visit all points of interest in the Mountains.

From Boston, Trains leave *via* the Boston & Maine Railway at 7 30 a. m. and 12 noon, and *via* Boston & Lowell Railway at 7 30 a. m., 8 00 a. m. (Exp.), and 12 noon.

By the first train travelers can leave the cars at Weirs, dine at Centre Harbor, arrive at Conway in the evening, and reach the Mountains, by the Eastern Notch, the next day at noon.

Or, can leave the cars at Plymouth (where they dine), and reach the Flume or Profile House, in the Franconia Notch, at 6 00 p. m., by stage.

Or, can proceed in the cars to Littleton, the nearest point approached by railway to the Mountains, where Stages will immediately leave for the White and Franconia Mountains, arriving at the Profile House, Franconia Mountains, at 5 30 p. m., and at the Crawford House, White Mountains, at 7 30 p. m.

Travelers can spend such time on the Lake as they think proper, either going or returning.

From New York.—Passengers via Boston, leaving in the afternoon can connect with the train from Boston at 12 m.

The Norwich Line of Steamers connects with the first train up in the morning, by the route from Norwich through Worcester to Nashua, and thus makes a direct line from New York to all points in the Mountains.

From Philadelphia and the South.—Passengers leaving Philadelphia to connect with the Norwich boat in New York, can reach the Mountains next day, having a night's rest on board the steamer. This forms the best and most direct route to Baltimore and the Southern cities.

Concord to Littleton.					Littleton to Concord.		
Acc.	Mail.	Miles.	STATIONS.		Miles.	Acc.	Mail.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
3 25	10 31	0	.....**Concord** [1]....		113	10 05	3 25
3 31	10 37	2	....East Concord....		111	9 58	3 19
		5	...North Concord...		108		
3 49	10 56	10	.... Canterbury		103	9 35	3 00
3 58	11 05	13	.....Northfield.....		100	9 25	2 51
4 13	11 18	18	.... Sanbornton.....		95	9 07	2 38
4 27	11 27	22	....Union Bridge....		91	8 57	2 29
4 41	11 41	27	..... Laconia.....		86	8 44	2 15
4 46	11 46	29	....Lake Village....		84	8 39	2 10
5 00	12 00	33	..... Weirs.....		80	8 25	1 56
5 15	12 15	37	..Meredith Village..		76	8 10	1 40
		41	....Foggs' Road....		72		
5 40	12 40	45	.....Holderness.....		68	7 45	1 17
		48	....Bridgewater....		65		
5 55	12 55	51	arr	lve	62	7 30	1 03
P. M.	1 20		lve **Plymouth**	arr		A. M.	12 22
		57	..... Quincy		56		
	1 41	59	..... Rumney.....		54		12 00
	1 50	62	...West-Rumney...		51		11 51
	2 03	67	.... Wentworth		46		11 38
	2 14	71	..... Warren.....		42		11 27
	2 44	79	...East Haverhill...		34		10 59
	2 58	84	Haverhill & Newb'y		29		10 44
	3 09	89	..North Haverhill..		24		10 33
	3 25	93	.... Woodsville		20		10 17
	3 30	93	arr	lve	20		10 12
	3 40		lve **Wells R.** [2]	arr			10 00
	4 00	98	..... Bath		15		9 41
	4 17	103	..... Lisbon		10		9 26
	4 33	108	... North Lisbon ...		5		9 13
	4 48	113	.... **Littleton**		0		9 00
	P. M.		ARRIVE	LEAVE			A. M.

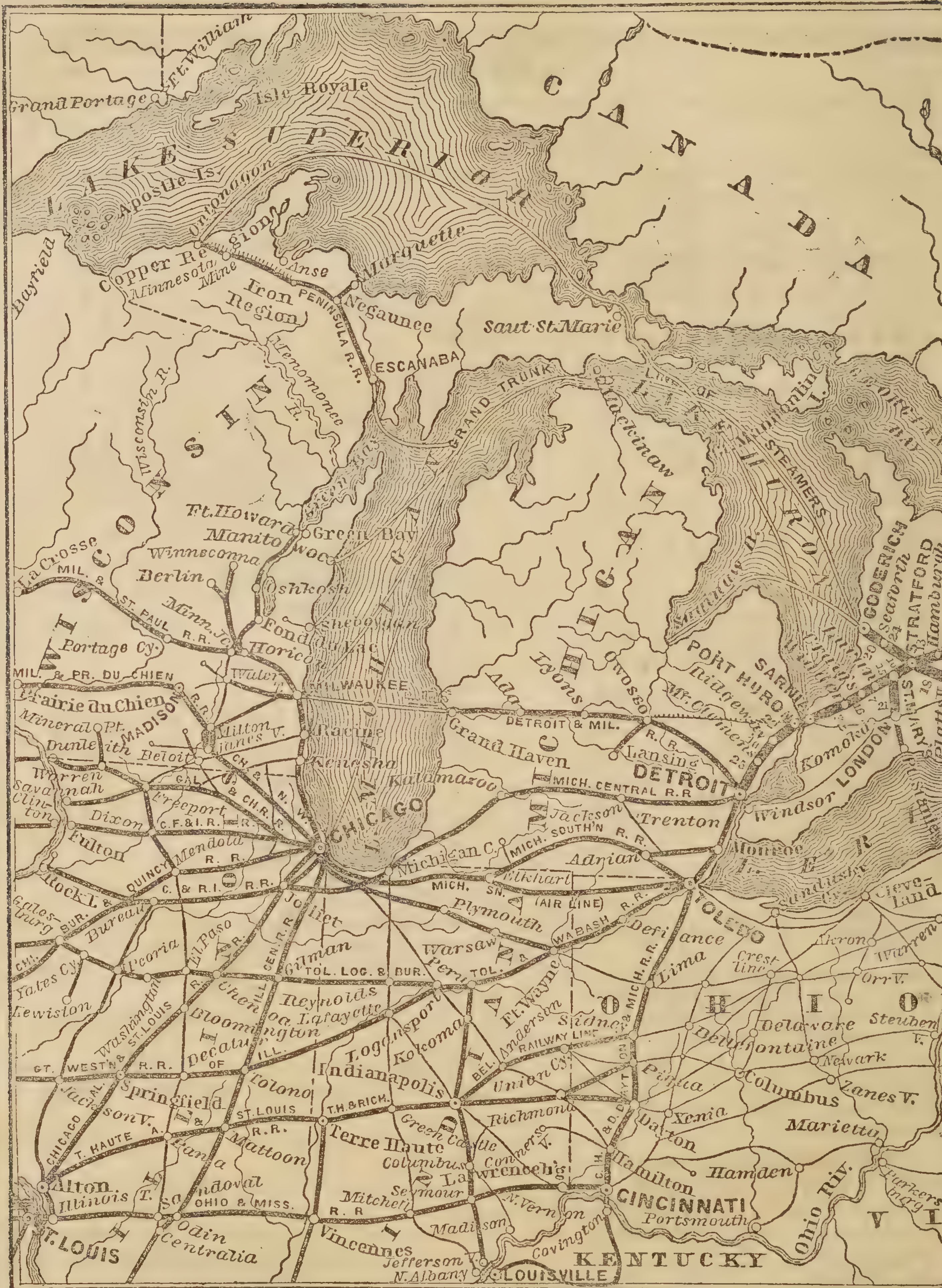
[1] Railways Diverging from Concord:—Boston, Concord & Montreal, *above;* Northern, p. 191; Concord & Portsmouth, p. 191; Concord & Clarement, p. 191; Concord, Manchester & Lawrence, p. 190.

[2] Connects with Connecticut & Passumpsic Rivers Railway, p. 169.

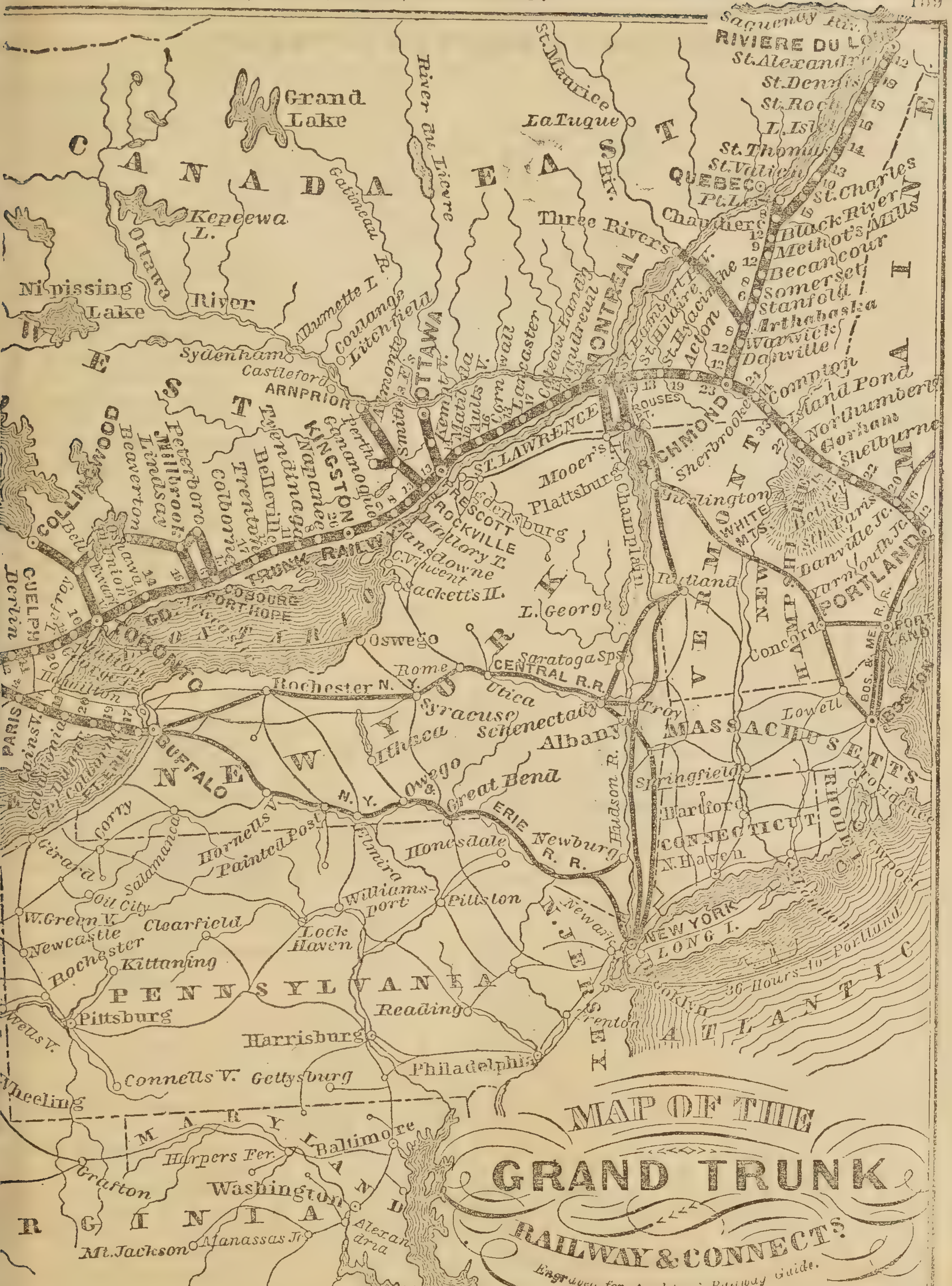
Steamer "Lady of the Lake," during the season of navigation, leaves Weirs for Centre Harbor, Wolfboro', &c., on arrival of each train.

Stages leave Plymouth and Littleton for White Mountains and Franconia Notch.

Stages leave Sanbornton for New Hampton and Gilmanton—Meredith Village for Conway—Plymouth for Franconia—Littleton for Lancaster and other places (see Connecticut & Passumpsic Railway) on the arrival of the first up train from Boston.



LAKE SUPERIOR
CANADA
Ft. William
Grand Portage
Isle Royale
Apostle Is.
Ontonagon
Bayfield
Copper Region
Minnesota Mine
Anse
Marquette
Iron Region
PENINSULA R.R.
Negaunee
Saut St. Marie
ESCANABA
Menomonee R.
Wisconsin R.
WISCONSIN
GRAND TRUNK
LINE OF STEAMERS
Mackinaw
LAKE HURON
Saginaw B.
GODERICH
Seaforth
STRATFORD
Hamburgh
Ft. Howard
Green Bay
Manitowoc
Winneconna
La Crosse
MIL. & ST. PAUL R.R.
Berlin
Oshkosh
Minn. Jc.
Fond du Lac
Sheboygan
Portage Cy.
Horicon
MIL. & PR. DU CHIEN
Prairie du Chien
MILWAUKEE
MADISON
Mineral Pt.
Milton
Janes V.
Racine
Dunleith
Beloit
Kenosha
Warren
Savannah
Clinton
GAL. & CH. R. R.
Freeport
Dixon
C. F. & I. R. R.
Fulton
Mendota
QUINCY
CHICAGO
Kalamazoo
Michigan C.
Rock I.
C. & R. I. R. R.
Galesburg
BUR.
Bureau
Joliet
Peoria
El Paso
Yates Cy.
Lewiston
Gilman
TOL. LOG. & BUR.
Chenoa
Reynolds
Lafayette
Bloomington
Washington
ST. LOUIS
Decatur
GT. WEST'N R. R.
Tolono
Springfield
Jackson V.
T. HAUTE
CHICAGO
ST. LOUIS
T. H. & RICH.
Terre Haute
Mattoon
Alton
Illinois T.
Sandoval
OHIO & MISS. R. R.
ST. LOUIS
Odin
Centralia
Vincennes
Mitchell
Seymour
Jefferson
N. Albany
LOUISVILLE
Madison
Columbus
Lawrenceb'g
N. Vernon
Covington
KENTUCKY
CINCINNATI
Portsmouth
Ohio Riv.
Hamilton
Hamden
Parkersburg
Marietta
Zanes V.
Columbus
Newark
Steuben V.
Delaware
Bellefontaine
OHIO
Orr V.
Warren
Akron
Crestline
Cleveland
Sandusky
TOLEDO
Lima
Defiance
WABASH R. R.
Ft. Wayne
Warsaw
Peru
Logansport
Kokomo
Indianapolis
Anderson
BEL. RAILWAY LINE
Sidney
Piqua
Union Cy.
Richmond
Connersville
Greencastle
Dayton
Xenia
Plymouth
MICH. SN. (AIR LINE)
Elkhart
MICH. SOUTH'N R. R.
Adrian
Jackson
Monroe
Trenton
DETROIT
MICH. CENTRAL R. R.
Lansing
Grand Haven
DETROIT & MIL. R. R.
Ada
Lyons
Owosso
PORT HURON
Ridgeway
Mt. Clemens
SARNIA
Komoka
LONDON
Windsor
ST. MARYS
Platts V.
INDIANA
ILLINOIS
MICHIGAN


MAP OF THE
GRAND TRUNK
RAILWAY & CONNECTS.
Engraved for Appletons' Railway Guide.
CANADA EAST
CANADA WEST
NEW YORK
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
PENNSYLVANIA
MARYLAND
ATLANTIC
QUEBEC
MONTREAL
OTTAWA
KINGSTON
TORONTO
BUFFALO
PORTLAND
BOSTON
NEW YORK
Three Rivers
Rochester N. Y.
Syracuse
Albany
Pittsburg
Harrisburg
Philadelphia
Baltimore
Washington
30 Hours to Portland

GRAND TRUNK RAILWAY OF CANADA.

E. W. WATKIN, President, London, England.
C. J. BRYDGES, Managing Director, Montreal.
JOSEPH HICKSON, Secretary and Treas., "
H. BAILEY, Local Supt. Eastern Div'n, Montreal to Portl'd, and Montreal to Quebec and Riv. du Loup.
T. B. HAWSON, Auditor, Montreal.
W. J. SPICER, Local Supt., Montreal to Detroit, and Buffalo to Goderich.
F. C. STRATTON, Gen. East'n Fr'ht Agent, Montreal.
P. S. STEVENSON, " West'n " Toronto.

HENRY SHACKELL, *General Passenger Agent*, Montreal, Can.
EDWARD P. BEACH, *General U. S. Agent*, 175 Broadway, N. Y. [*Nov.* 30.

Pass.	Pass.	Exp.	Exp.	M	STATIONS.	M.	Pass.	Pass.	Exp.	Pass.
	A.M.		P. M.		LEAVE ARRIVE		A.M.	P. M.	P. M.	
☞ Going West.	7 10		1 10	0	....**Portland** [1]....	861	8 10	8 00	2 15	Going East. ☞
	7 25		1 25	5	.....Falmouth.....	857	7 55	7 35	2 00	
	7 40		1 40	11	.....Yarmouth.....	850	7 40	7 05	1 40	
	7 45		1 45	12	Yarmouth Junct'n [2]	849	7 35	7 00	1 35	
	8 20		2 15	22	..New Gloucester..	839	7 03	6 00	1 00	
	8 40		2 30	27	.Danville Junction [3]	834	6 47	5 25	12 45	
	9 08		2 57	36	..Mechanic Falls [4]..	825	6 18	4 35	12 15	
	9 20		3 10	41	..... Oxford	820	6 05	4 10	12 00	
	9 45		3 30	47	....South Paris....	814	5 45	3 30	11 40	
	10 57		4 15	62	...Bryant's Pond...	799	A.M.	2 10	10 57	
	11 45		4 45	70	.....Bethel	791		1 20	10 30	
	12 35		5 13	80	.....Gilead	781		12 35	10 05	
A.M.	1 10		5 30	86	..... Shelburne.....	775		12 00	9 48	P. M.
5 00	2 00		5 50	91	..... **Gorham**.....	770		11 30	9 30	3 20
5 40	P.M.		6 15	98	....Berlin Falls....	763		A. M.	9 08	2 45
6 05			6 32	103	.....Milan.....	758			8 50	2 20
6 30			6 50	109	.... West Milan	752			8 32	2 00
7 50			7 35	122	..Northumberland .	739			7 50	1 00
8 40			8 12	134	...North Stratford..	727		Exp.	7 15	11 55
10 00	A.M.	A.M.	9 00	149	arr { **Island** } lve	712	P. M.	P. M.	6 30	10 45
A.M.	6 20	6 00	10 00		lve { **Pond** } arr		8 00	9 45	5 30	A. M.
	7 45	6 45	10 50	166	....Norton Mills....	695	6 45	9 05		
	9 15	7 20	11 25	175	.....Coaticook.....	686	5 50	8 30	4 20	
	9 55	7 40	11 50	183	.....Compton	678	4 40	8 05	3 53	
	10 15	7 48	12 00	186	.....Waterville.....	675	4 25	7 55		
	10 50	8 07	12 25	193	. .. Lennoxville....	668	3 45	7 35	3 28	
	11 20	8 20	12 40	196	.....Sherbrooke.....	665	3 30	7 25	3 20	
	11 45	8 40	1 00	203	...Brompton Falls...	658	2 40	7 00		
Pass.	12 20	9 05	1 25	211	..... Windsor	650	2 10	6 40		Pass.
A.M.	1 10	9 30	1 55	221	ar..**Richmond** [5].lv.	640	1 30	6 10	2 15	P. M.
7 45	: :	: :	7 30		l've..**Quebec** [6]..arr.		: :	: :	8 15	7 35
8 15	: :	: :	8 00	0	...**Point Levi**....	735	: :	: :	8 00	7 20
9 15	: :	: :	8 30	7	...Chaudiere Jun....	728	: :	: :	7 30	6 35
9 20	: :	: :	8 35	8	.....Chaudiere.....	727	: :	: :		
9 50	: :	: :	8 55	15	....Craig's Road....	720	: :	: :	7 05	5 55
10 20	: :	: :	9 10	20	.....Black River.. .	715	: :	: :	6 45	5 25
11 10	: :	: :	9 45	28	...Methot's Mills....	707	: :	: :	6 20	4 30
12 30	: :	: :	10 30	41	.... Becancour.....	694	: :	: :	5 40	3 20
1 15	: :	: :	10 55	49	.....Somerset.	686	: :	: :	5 10	2 20
1 50	: :	: :	11 20	55	.....Stanfold..... .	680	: :	: :	4 50	1 50
2 40	: :	: :	11 50	64	....Arthabaska.....	671	: :	: :	4 15	1 00
3 30	: :	: :	12 20	71	.....Warwick.....	664	: :	: :	3 50	12 10
4 40	: :	: :	1 05	84	..... Danville	651	: :	: :	3 10	11 05
5 45	1 40	9 45	2 15	221	lv.. **Richmond**..ar.	640	1 10	5 55	2 00	10 00
P. M.	2 25	10 15	2 45	231	... New Durham ...	630	12 35	5 30		A. M.
	3 10	10 45	3 25	243	.....Acton.....	618	11 35	4 50	1 00	
	3 40	11 05	3 50	249	.....Upton.....	612	11 05	4 30	12 40	
	4 10	11 22	4 10	255	...Britannia Mills...	606	10 40	4 10		
	4 40	11 45	4 30	262	...St. Hyacinthe...	599	10 05	3 50	12 05	
	5 40	12 25	5 10	275	.....St. Hilaire.....	586	9 10	3 10	11 30	
	5 50	12 35	5 20	276	.....Beloeil.....	585	8 55	3 00	11 20	
	6 45	1 12	6 05	290	....St. Lambert....	571	7 55	2 23	10 38	
	7 15	1 35	6 30	297	.... **Montreal** [7]....	564	7 00	2 00	10 10	
	P. M.	P. M.	A.M.		ARRIVE LEAVE		A.M.	P. M.	P. M.	

CONNECTIONS.

[1] Connects with Portland, Saco & Portsmouth Railway, which connects with the Eastern and Boston & Maine R'ways for Boston.

[2] Junction of Kennebec & Portland Railway.

[3] Junction of Androscoggin & Kennebec Railway.

[4] Junction of Buckfield Br.

[5] Junction of **Quebec Division**, *below.*

[6] Connects with Steamers sailing from Quebec.

[7] Connects with Montreal & Tor. Division, *next page.*

[7] Connects with Montreal & Champlain Railway.

[7] Connects with **Riviere du Loup Br.**, *below.*

☞ ALL PASSENGER TR'NS, EAST AND WEST, RUN TO AND FROM THE CITY TERMINUS, BONAVENTURE ST., MONTREAL. *Trains are run between Portland and Island Pond by Portland Time; between Montreal and Quebec, by Montreal Time.*

RIVIERE DU LOUP BRANCH.

Mail Train leaves Quebec for Riviere du Loup at 9 00 A. M., arriving at Riviere du Loup at 5 55 P. M.

Leaves Riviere du Loup at 7 00 A. M., arriving at Quebec at 4 15 P. M.

An Express train leaves Quebec at – — A. M. on Tuesdays and Thursdays.

Leaves Riviere du Loup for Quebec on Wednesdays and Fridays at – — P. M.

Through distance, 126 mls.

☞ **Continued on next page.**

GRAND TRUNK RAILWAY—(continued.)

CONNECTIONS.

[1] Connects with Northern R'way; Hamilton & Toronto Br. of Gt. Western R'way. Also, with Steamers sailing from Toronto.
[2] Junc. of Guelph Br. of Gt.W.
[3] Junction of Buffalo & Lake Huron Division.
[4] Con. with Gt. West'n R'way.
[4] Junction of London & Port Stanley Railway.
[5] Connects with Michigan Central, Detroit & Milwaukee. and the Mich. Southern Railways; and with Lake Steamers.

☞ *Trains are run between Montreal and Toronto by Montreal Time; between Toronto, London and Sarnia by Toronto Time; and between Sarnia and Detroit by Chicago Time.*

☞ *Express Trains* connect at Stratford with trains to and from Buffalo and Goderich; at Detroit with Day and Night trains of Michigan Central, Michigan Southern, and Detroit & Milwaukee R'ways; also at Sarnia, during navigation, with new lines of powerful Passenger Steamers for Milwaukee, Chicago, and the principal ports on Lakes Huron, Michigan, and Superior.

☞ Refreshment Rooms at Point St. Charles, Cornwall, Kingston, Cobourg, Toronto, Stratford and Sarnia.

MONTREAL & CHAMPLAIN DISTRICT.

W. J. SPICER, Local Supt., Montreal.

An Express train leaves Rouse's Point for Montreal at 6 30 A. M.

Leaves Montreal at 3 30 P. M., arriving at Rouse's Point at 6 15 P. M.

Distance, 49 miles.

☞ *For full Time Table, see page 163.*

THREE RIVERS DIVISION.

A train leaves Arthabaska Junction for Three Rivers at 7 30 a. m. Returning, leaves Three Rivers at 4 00 p. m.

Distance, 35 miles.

☞ Going West.

Pass.	Pass.	Exp.	Exp.	Mls	STATIONS.	Mls	Exp.	Exp.	Pass.	Pass.
			P. M.		LEAVE ARRIVE			P. M.		
			1 10	0	.....**Portland**.....	857		2 15		
	A.M.	P. M.	A.M.		(*See page* 168.)		A.M.	P. M.	P. M.	
	7 15	8 30	9 10	297	.....**Montreal**.....	564	10 45	10 00	7 50	
	8 35	9 15	9 50	311	....Pointe Claire....	550	9 50	9 15	6 50	
	9 07	9 36		318	.....St. Anne's.....	543	9 35		6 20	
	9 25	9 46		321	.....Vaudreuil.....	540	9 25	8 50	6 05	
	10 55	10 28	10 45	334	...Coteau Landing..	527	8 50	8 13	5 05	
	12 00	11 15	11 25	351	.....Lancaster.....	510	8 05	7 30	3 50	
	1 10	12 10	12 15	364	.... **Cornwall**.....	497	7 25	6 50	2 40	
	1 50	12 45	12 40	374	Dickinson's Landing	487	6 45	6 09	1 50	
	3 02	1 30	1 20	389	... Williamsburg ...	472	6 05	5 26	12 15	
	3 30	1 53	1 35	396	..... Matilda	465	5 45	5 08	11 45	
	4 00		1 50	401	....Edwardsburg....	460		5 50	11 20	
	4 35	2 45	2 20	410	.Prescott Junction.	454	5 10	4 35	10 45	
	5 40	3 25	2 52	422	....**Brockville**....	439	4 35	4 00	9 50	
	6 05	3 35	3 04	426	.....Lyn.....	435		3 47	9 35	
	6 50	4 00	3 25	435	... Mallorytown....	426	4 00	3 25	8 55	
	7 35		3 45	444	.....Lansdowne.....	417	3 35	3 00	8 20	
	8 22	4 47	4 05	452	.....Gananoque.....	409	3 05	2 37	7 40	
	10 00	5 40	4 50		ar } **Kingston** { lv			1 50	6 20	
	P. M.	5 40	5 10	469	lv } **Kingston** { ar	392	2 10	1 30	3 15	
		6 55	6 25	495	.....Napanee.....	366	12 40	12 20	1 05	
			7 05	510	... Shannonville ...	351		11 36	11 12	
		8 00	7 25	517	.... **Belleville**	344	11 40	11 20	10 30	
		8 32	7 57	529	.....Trenton.....	332	11 07	10 45	9 20	
		9 00	8 25	538	..... Brighton	323	10 35	10 20	8 25	
		9 20	8 47	546	..... Colborne	315	10 15	10 00	7 50	
		9 40	9 05	553	..... Grafton	308	9 55	9 40	7 20	
		10 15	9 45	561	.....**Cobourg**.....	300	9 30	9 20	6 45	
		10 32	10 05	567	.....Port Hope.....	294	8 52	8 45	6 15	
		10 55	10 35	577	....Newtonville....	284	8 20	8 23	5 30	
		11 11	10 50	583	.....Newcastle.....	278	8 03	8 08	5 00	
		11 22	11 00	587	....Bowmanville....	274	7 50	7 57	4 40	
		11 45	11 28	596	.....Oshawa.....	265	7 20	7 30	3 54	
		11 55	11 40	600	..... Whitby	261	7 12	7 22	3 30	
			11 55	607	...Duffin's Creek...	254		7 05	2 55	
				609	..Frenchman's Bay..	252		6 55	2 48	
		12 26	12 15	613	.....Port Union.....	248	6 35	6 45	2 25	
				619	.....Scarboro'.....	242			1 50	
Mail.	Exp.	1 05		628	..... Don	233			1 05	Exp.
P. M.	A. M.	1 15	1 00		ar } .**Toronto**[1]. { lv		5 45	6 00	12 45	P. M.
3 45	7 30	1 15	1 00	630	lv } .**Toronto**[1]. { ar	231	5 00	5 15	11 50	8 15
4 05	7 52	1 35	1 20	638	.....Weston.....	223	4 40		11 27	7 50
5 00	8 48	2 35	2 11	659	...**Georgetown**...	202	3 45	3 53	10 35	6 55
5 18	9 05	2 52	2 27	665	....Acton West....	196	3 25	3 35	10 18	6 35
5 55	9 45	3 30	3 00	678	.....Guelph[2].....	183	2 50	3 00	9 45	5 55
6 35	10 25	4 05	3 45	693	.....Berlin.....	168	2 15	2 20	9 10	5 15
6 53	10 47			699	....Petersburgh....	162	2 00		8 54	
7 10	11 05	4 35		705	.....Hamburgh.....	156	1 42		8 37	4 35
7 30	11 25			712	.....Shakspeare.....	149	1 22	1 20	8 18	
7 45	12 00	5 10	5 00	718	....**Stratford**[3]....	143	1 05	1 03	8 02	3 45
8 10	12 25	5 35	5 30	729	..... St. Marys.....	132	12 25	12 35	7 35	3 05
8 10	12 30	5 35	8 10	729	.....St. Mary's.....	22	12 20	: :	7 35	3 00
9 10	1 30	6 45	9 30	751	.....**London**[4].....	0	11 25	: :	6 35	2 00
P. M.										
	12 25	5 35	5 30	729	.....St. Mary's.....	132	12 25	12 35	A.M.	3 05
	1 25	6 30	6 33	751	.....Ailsa Craig.....	110	11 30	11 35		2 05
A.M.	3 30	8 20	8 50	798	.....**Sarnia**.....	63	9 25	9 30		11 45
6 30	3 30	8 25	9 00	799	....Port Huron....	62	8 30	8 25		10 45
7 40	4 15	9 13	9 52	820	..... Ridgeway.....	41	7 40	7 40		9 52
8 00	4 27			826	...New Baltimore...	35	7 25	7 27		9 37
8 40	4 50			836	....Mt. Clemens....	25	7 04	7 03		9 10
10 15	5 55	10 50	11 40	961	.....**Detroit**[5].....	0	6 00	5 55		8 00
A. M.	P. M.	P. M.	A.M.		ARRIVE LEAVE		A.M.	P. M.		A.M.

☞ Going East.

GRAND TRUNK RAILWAY OF CANADA.

BUFFALO AND DETROIT DIVISION.

(*For Map of Grand Trunk Railway, see pages* 158 & 159)

EDWARD W. WATKIN, Pres., London, England. CHAS. J. BRYDGES, Managing Director, Montreal, Can.
W. J. SPICER, Local Supt., Montreal.
EDWARD P. BEACH, *General U. S. Agent*, 175 *Broadway, N. Y.* [*Nov.* 30.

☞ Buffalo and Goderich to Detroit.

Acc.	Acc	Exp.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Exp.	Acc.	Acc.
	P. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	A. M.	P. M.	
	3 15	10 00	12 45	6 50	0	.....**Buffalo** [1].....	258	7 00	9 45	6 50	12 30	
	4 00	10 05	12 45	6 55	2	.....Fort Erie.....	256	6 00	8 45	6 00	11 30	
				7 15	9	.....Bertie.....	249				10 55	
					14	..... Shirk's	245				10 35	
	5 15	11 00	1 24	7 44	19	.**Port Colborne** [2].	239	5 15	8 00	5 20	10 05	
	5 40			7 57	24	.....Wainfleet.....	234				9 40	
	6 15	11 40	1 55	8 20	32	.....Feeder.....	226	4 43	7 25	4 50	9 03	
	7 10	11 57	2 07	8 35	38	..... Dunnville.....	220	4 28	7 10	4 37	8 35	
	7 40			8 55	47	.....Canfield.....	212	4 08			7 53	
	7 57			9 07	51	.....Cook's	207				7 30	
	8 26		2 55	9 25	58	.... Caledonia [3]	200	3 38	6 15		6 54	
	8 50				65	.... Middleport	193				6 20	
	9 00		3 15	9 47	67	..... Onondaga.....	191	3 15			6 10	
A. M.	9 16				72	..... Cainsville.....	186				5 45	P. M.
5 00	9 30	2 05	3 33	10 10	75	....**Brantford**....	183	2 55	5 33	3 00	5 30	7 30
5 37	P. M.	2 35	3 55	10 28	83	.....**Paris** [4].....	175	2 32	5 08	2 35	A. M.	6 52
6 04					89	..... Richwood	169	2 17				6 22
6 15				10 45	92	.....Drumbo.....	166	2 10				6 10
6 40			4 30	11 00	97	.....Bright.....	161	1 55	4 30			5 40
6 52						.....Ratho.....	158					
7 25			4 50	11 23	107	..... Tavistock.....	151	1 27				4 50
8 00	P. M.	4 00	5 05	11 45	115	ar..**Stratford** [5]..lv.	143	1 05	3 45	1 15	A. M.	4 00
8 30	7 45	: :	: :	1 10	115	.....Stratford.....	45	11 45	: :	: :	8 00	3 30
8 50	8 05	: :	: :	1 22	120	.....Sebringville....	40		: :	: :	7 37	3 10
9 30	8 35	: :	: :	1 47	128	.....Mitchell	32	11 05	: :	: :	7 00	2 30
9 57	8 56	: :	: :	2 05	133	....Carron Brook....	27	10 50	: :	: :	6 36	2 05
10 30	9 22	: :	: :	2 22	139	.....Seaforth.....	21	10 30	: :	: :	6 08	1 35
11 05	9 55	: :	: :	2 45	147	..... Clinton	12	10 05	: :	: :	5 30	12 57
12 00	10 45	: :	: :	3 20	160	....**Goderich** [6]....	0	9 30	: :	: :	4 30	12 00
NOON	P. M.	5 00	5 10	12 00		.....Stratford.....		12 50	3 30	1 03	A. M.	NOON
		5 30	5 35	12 25	125	.....St. Mary's.....	132	12 25	3 05	12 35		
		6 11		1 05	140	.....Lucan.....	117	11 45	2 23			
		6 33	6 30	1 25	147	.....Ailsa Craig.....	110	11 30	2 05	11 35		
		6 53	6 45	1 45	155	.....Park Hill.....	103	11 11	1 45			
		7 15		2 06	164	.....Widder.....	94	10 50	1 15			
		7 44	7 25	2 30	173	..... Forrest	85	10 27	12 50	10 28		
		8 10		2 55	182	.....Camlachie.....	76	10 03				
		8 50	8 20	3 30	195	..... **Sarnia**.....	63	9 25	11 45	9 30		
		9 00	8 25	3 30	196	....Port Huron....	62	8 30	10 45	8 25		
		9 52	9 13	4 15	217	..... Ridgeway.....	41	7 40	9 52	7 40		
				4 27	223	...New Baltimore...	35	7 25	9 37	7 27		
				4 50	233	....Mt. Clemens....	25	7 04	9 10	7 03		
		11 25	10 35	5 40	255	..Detroit Junction..	3	6 15	8 15	6 15		
		11 40	10 50	5 55	258	.....**Detroit**.....	0	6 00	8 00	5 55		
		A. M.	P. M.	P. M.		(*Mich. Cent. R. R.*)		A. M.	A.M.	P. M.		
		10 02	10 03	6 30		..... **Chicago**.....		4 30	9 00	8 00		
		P. M.	A. M.	A. M.		ARRIVE LEAVE		P. M.	P. M.	A. M.		

☞ Detroit and Goderich to Buffalo.

☞ Trains are run between Fort Erie and Sarnia by Toronto time; between Port Huron and Chicago by Chicago time.

☞ Refreshment Rooms at Buffalo, Stratford, Goderich, Sarnia, and Detroit Junction.

[1] Connects with N. Y. Central, Buffalo and Niagara Falls Railways, and Buffalo Division of Erie Railway.

[2] Connects with Welland Railway for Thorold, St. Catherines, and Port Dalhousie.

[3] Stages leave for Port Dover and Simcoe daily.

[4] Connects with Gt. Western Railway for Hamilton, Toronto, &c.

[5] Connects with Main Line of Grand Trunk Railway for Sarnia and Detroit; and thence by Michigan Central Railway and Detroit & Milwaukee Railway for Chicago, Milwaukee, Rock Island, St. Louis, and all places West and North-west.

[6] Connects with Steamers for Saginaw, Lake Huron and Lake Michigan ports; and with daily line of Mail Stages for Lucknow.

GRAND TRUNK RAILWAY OF CANADA.

C. J. Brydges, Managing Director, Montreal, Can.

MONTREAL & CHAMPLAIN DIVISION.

Rouse's Pt. to Montreal.					Montreal to Rouse's Pt.		
Mxd.	Exp	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Mxd.
	P.M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	
	3 30	8 40	0	....**Montreal** [1]...	49	9 25	9 50	
	3 53	9 03	6	....St. Lambert.. .	43	9 03	9 30	
	4 05	9 15	11	.....Brosseau's... .	38	8 45	9 17	
	4 25	9 35	20	.....Lacadie.....	29	8 20	8 55	
	4 45	9 50	27	....**St. Johns** [2]...	22	8 00	8 30	
	5 10		33	...Grand Ligne...	16	7 35		
	5 35		39	.....Stottsville	10	7 10		
	5 50		43	.....Lacolle.....	6	6 55		
	6 15		49	.**Rouse's Point** [3].	0	6 30		
	P.M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	

[1] Connects with Grand Trunk Railway. Also with Steamboats for Quebec, Kingston, Toronto, &c.,

[2] Junction of Stanstead, Shefford & Chambly Railway.

[3] Connects with Vermont & Canada, Ogdensburg & L. Champlain Railways, and Steamers to Burlington, Lake George, Whitehall, &c. [*Nov.* 30.

PROVINCE LINE DIVISION.

		Mail.	Mls.	STATIONS.	Mls.	Mail.		
		P. M.		LEAVE ARRIVE		A. M.		
		3 00	0	....**Montreal** [1]...	40	10 30		
		3 25	8	.....Lachine.....	31	10 00		
		3 45	10	...Caughnawaga...	29	9 30		
		4 05	15	....St. Isidore....	24	9 06		
		4 30	21	.....St. Remi.....	18	8 40		
		4 46	25	...,Lapigeoniere...	14	8 22		
		5 15	32	.....Johnson's,....	7	7 50		
		5 31	36	...Hemmingford...	3	7 30		
		5 45	40	.**Province Line** [2]	0	7 15		
		P. M.		ARRIVE LEAVE		A. M.		

[1] Connects with Grand Trunk Railway. [*Dec.* 21.

[2] Connects with Plattsburgh & Montreal Railway.

PLATTSBURGH & MONTREAL RAILWAY.

Geo. A. Merrill, Supt., Plattsburgh, N. Y.

Exp	Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.	Exp.
	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	
	3 00		0	....**Montreal** [1]...		10 30		
	5 00		40	...Province Line...	20	7 00		
	5 10	10 10	42	.Mooer's Junction [2].	18	6 53	4 40	
	5 26	10 34	46	.....Sciota.....	14	6 40	4 14	
	5 44	10 59	51	.....Chazy..... .	9	6 24	3 46	
	5 59	11 21	56	...Beekmantown...	4	6 11	3 22	
	6 10	11 40	60	..**Plattsburgh** [3]..	0	6 00	3 00	
	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	

[1] Connects with Steamers and Grand Trunk Railway for Ottawa and Quebec.

[2] Connects with Ogdensburg & Lake Champlain Railway.

[3] Connects with Lake Champlain Steamers. [*Dec.* 14.

RIVIERE DU LOUP BRANCH.

[*Nov.* 30.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A.M.		LEAVE ARRIVE		P.M.
7 00	0	.**Riv. du Loup**.	125	5 55
7 50	12	.. St. Alexander ..	113	5 15
8 20	20	....St. Helene....	105	4 45
8 45	26	....St. Pascal....	99	4 25
9 05	30	.....St. Denis.....	95	4 08
9 25	35	..Riviere Ouelle..	90	3 50
9 50	42	.....St. Anne.....	83	3 30
10 20	50	.....St. Roch.....	75	3 00
10 50	57	St. Jean Port Joli	68	2 35
11 15	62	..Trois Saumons..	63	2 15
11 45	65	.....**L'Islet**.....	60	2 05
12 13	72	..Cap St. Ignace..	53	1 20
12 40	79	....St. Thomas....	46	12 40
1 00	85	....St. Pierre....	40	12 20
1 13	86	...St. Francois...	37	12 08
1 35	93	.... St. Valier	32	11 48
1 50	97	....St. Michel....	28	11 35
2 15	103	....St. Charles....	22	11 10
2 50	111	.... St. Henri. ...	14	10 40
3 10	114	St. Jean Chrysost.	11	10 20
3 30	118	.Chaudiere Curve.	7	10 05
3 50	124	. ...Hadlow.....	1	9 40
4 00	125	{ **Pointe Levi** (*opp. Quebec*) [1] }	0	9 30
P.M.		ARRIVE LEAVE		A. M.

[1] Connects with Grand Trunk Railway for Montreal and Portland.

THREE RIVERS BRANCH.

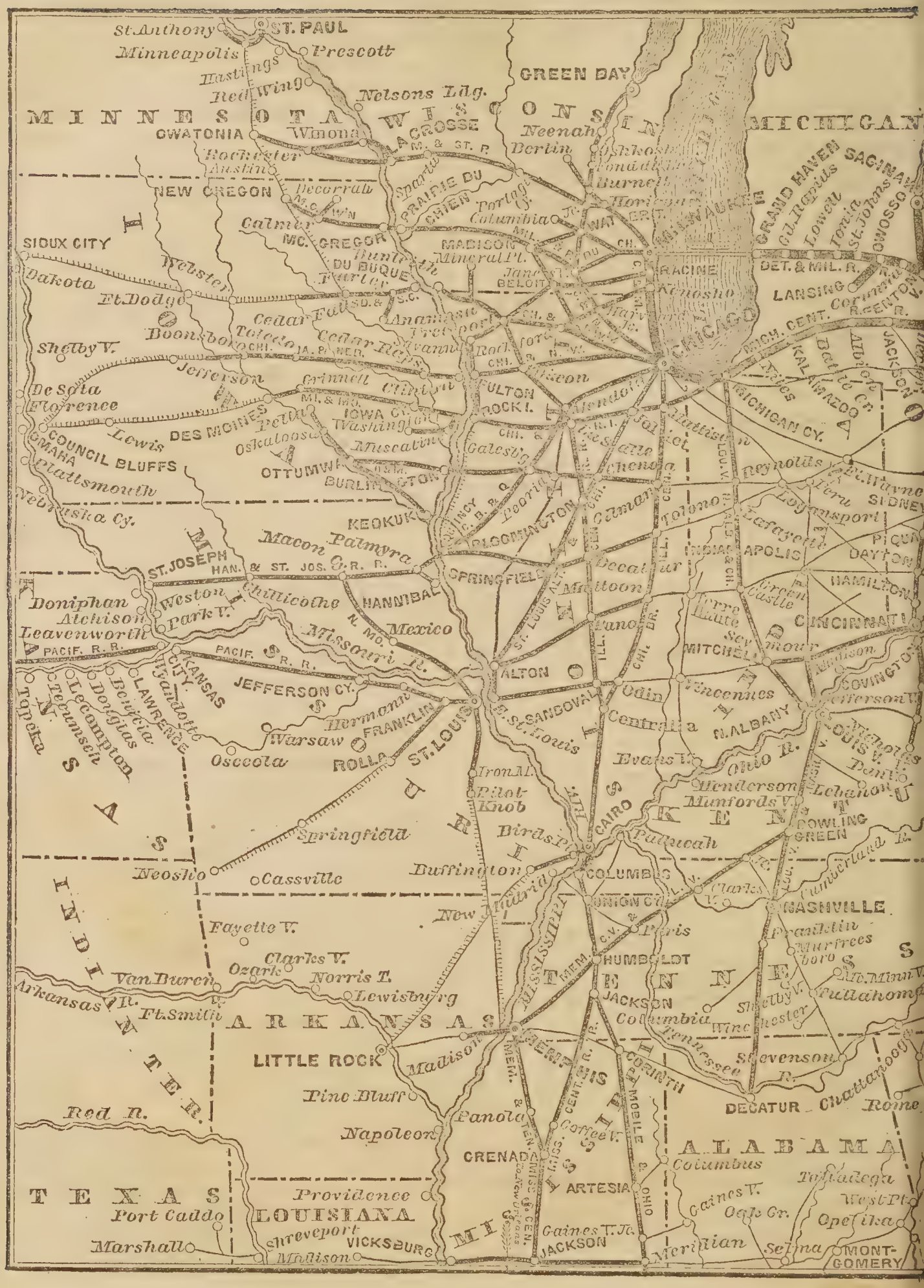
Mxd.	Mls.	STATIONS.	Mls.	Mxd.
A.M.		LEAVE ARRIVE		P.M.
7 30	0	.**Arthabaska J.**	35	6 25
7 50	4	.Walker's Cutting.	30	6 15
8 15	11	.....Bulstrode....	24	5 40
8 45	18	.....Aston.....	17	5 10
9 15	25	....St. Celestin....	10	4 40
9 35	31	...St. Gregoire...	4	4 20
9 55	35	**Doucet's Land.**	0	4 00
A.M.		ARRIVE LEAVE		P.M.

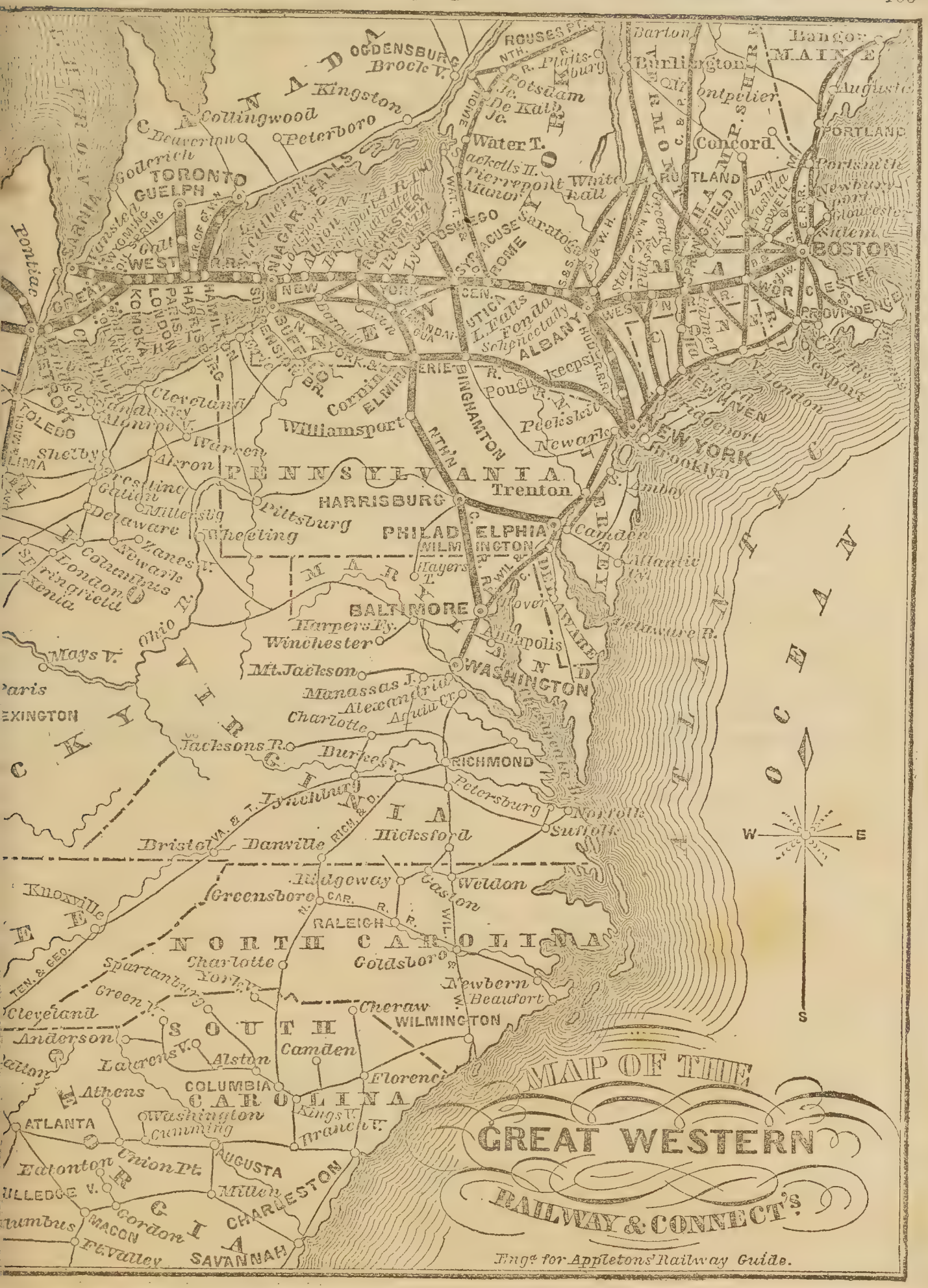
LACHINE DIVISION.

Trains Leave Montreal at 8 00 & 9 30 a. m., and 3 00 & 5 00 p. m., arriving at Lachine at 8 30 & 10 00 a. m., and 3 25 & 5 30 p. m.

Returning, leave Lachine at 8 35 & 10 00 a. m., and 4 00 & 5 30 p. m., arriving at Montreal at 9 00 & 10 30 a.m., and 4 30 & 6 00 p. m.

Distance, 8 miles. [*Nov.* 30.


St. Anthony
ST. PAUL
Minneapolis
Prescott
Hastings
Red Wing
Nelsons Ldg.
GREEN BAY
MINNESOTA
WISCONSIN
MICHIGAN
OWATONIA
Winona
LA CROSSE
M. & ST. P.
Neenah
Berlin
Rochester
Austin
NEW ORLEGON
Decorrah
Sparta
PRAIRIE DU CHIEN
Portage
Columbia
Calmar
MC.
GREGOR
DU BUQUE
MADISON
Mineral Pt.
Janesville
BELOIT
RACINE
Kenosha
CHICAGO
DET. & MIL. R.
LANSING
GRAND HAVEN
SAGINAW
GLADWIN
Lowell
Tonia
St. Johns
OWOSSO
SIOUX CITY
Webster
Dakota
Ft. Dodge
Cedar Falls
Anamosa
Freeport
Cedar Rapids
Toledo
Boonsboro
Shelby V.
Jefferson
Grinnell
Clinton
Rock Island
Fulton
ROCK I.
Galesburg
Aurora
Joliet
Kalamazoo
Battle Cr.
Albion
JACKSON
MICHIGAN CY.
De Soto
Florence
DES MOINES
Pella
IOWA CY.
Washington
Oskaloosa
Muscatine
Lewis
COUNCIL BLUFFS
OMAHA
Plattsmouth
OTTUMWA
BURLINGTON
Nebraska Cy.
KEOKUK
Macon
Palmyra
BLOOMINGTON
Peoria
Galesburg
Chenoa
Reynolds
Warren
SIDNEY
Lafayette
Logansport
Tolono
Decatur
INDIANAPOLIS
DAYTON
ST. JOSEPH
HAN. & ST. JOS. R. R.
SPRINGFIELD
Mattoon
Greencastle
HAMILTON
Doniphan
Weston
Chillicothe
HANNIBAL
Atchison
Park V.
Leavenworth
N. MO.
Mexico
Missouri R.
Terre Haute
Seymour
CINCINNATI
PACIF. R. R.
KANSAS CITY
JEFFERSON CY.
ALTON
MITCHELL
Madison
COVINGTON
Topeka
Lecompton
Douglas
Lawrence
Tecumseh
Bonneville
Wyandotte
Hermann
FRANKLIN
Warsaw
Osceola
ROLLA
ST. LOUIS
SANDOVAL
Odin
Vincennes
N. ALBANY
Centralia
Evansville
Ohio R.
Henderson
Munfords V.
Lebanon
Louisville
Nashville
Iron Mt.
Pilot Knob
Springfield
Birds Pt.
CAIRO
Paducah
BOWLING GREEN
Neosho
Cassville
Buffington
COLUMBUS
Clarks V.
Cumberland R.
NASHVILLE
Fayette V.
New Madrid
UNION CY.
Paris
Franklin
Murfreesboro
Clarks V.
Ozark
Norris T.
Van Buren
Lewisburg
HUMBOLDT
Arkansas R.
Ft. Smith
ARKANSAS
JACKSON
Columbia
Shelby V.
Winchester
Tullahoma
Tennessee R.
Stevenson
LITTLE ROCK
Madison
Pine Bluff
Red R.
Napoleon
Panola
CORINTH
DECATUR
Chattanooga
Rome
CRENADA
Coffeeville
ALABAMA
Columbus
Talladega
West Pt.
Opelika
TEXAS
Port Caddo
Providence
LOUISIANA
ARTESIA
Gaines V.
Ogle Gr.
Marshall
Shreveport
VICKSBURG
Madison
JACKSON
Meridian
Selma
MONTGOMERY


MAP OF THE
GREAT WESTERN
RAILWAY & CONNECT'S.
Engd for Appletons' Railway Guide.
CANADA
OGDENSBURG
Brock V.
Kingston
Collingwood
Peterboro
Beaverton
Goderich
TORONTO
GUELPH
Pontiac
Water T.
Potsdam
De Kalb Jc.
Rouses Pt.
Plattsburg
Burlington
Barton
Bangor
MAINE
Montpelier
Concord
Augusta
PORTLAND
Portsmouth
Newburyport
Gloucester
Salem
BOSTON
PROVIDENCE
NEWPORT
New London
NEW HAVEN
Bridgeport
NEW YORK
Brooklyn
Amboy
Camden
Atlantic City
Delaware R.
Newark
Peekskill
Poughkeepsie
ALBANY
Schenectady
Fonda
Utica
Syracuse
Oswego
Rochester
Lockport
Niagara Falls
Buffalo
Dunkirk
Corning
Elmira
Binghamton
Williamsport
Cleveland
Toledo
Sandusky
Monroe
Warren
Akron
Sheby
Lima
Pittsburg
Wheeling
Delaware
Zanesville
Columbus
London
Springfield
Xenia
Mays V.
Paris
Lexington
PENNSYLVANIA
HARRISBURG
Trenton
PHILADELPHIA
WILMINGTON
Hayers T.
Dover
BALTIMORE
Annapolis
Harpers Fy.
Winchester
Mt. Jackson
Manassas J.
Alexandria
Aquia Cr.
WASHINGTON
Charlotte
Jacksons R.
Burkes T.
RICHMOND
Petersburg
Norfolk
Suffolk
Lynchburg
Bristol
Danville
Hicksford
Ridgeway
Weldon
Greensboro
Raleigh
Goldsboro
NORTH CAROLINA
Charlotte
Yorkville
Spartanburg
Greenville
Newbern
Beaufort
Cheraw
WILMINGTON
Cleveland
Anderson
SOUTH
Camden
Laurens V.
Alston
Florence
COLUMBIA
CAROLINA
Athens
Washington
Cumming
Kings V.
Branch V.
ATLANTA
Union Pt.
AUGUSTA
Milledge V.
Milton
CHARLESTON
Gordon
MACON
Columbus
Pt. Valley
SAVANNAH
Knoxville
TENN. & GEO.
ATLANTIC OCEAN
W
E
S

GREAT WESTERN (Canada) RAILWAY, and Connections.

THOMAS SWINYARD, General Manager; W. WALLACE, Traffic Supt.; JAMES CHARLTON, General Agent, and J. CRAMPTON, Gen. Freight Agent, Hamilton, Ontario.

New York Office, 273 Broadway; Boston Office, 11 State Street; Ogdensburgh Office, State Street, opp. Seymour House; Rochester Office, 95 Waverly Block; Buffalo Office, corner Main and Exchange Streets; Chicago Office, Tremont Block; Detroit Office, corner Jefferson Avenue and Griswold Street.

Standard of Time.—Trains between New York and Albany are run by New York time; between Boston and Albany, by Springfield time; between Albany and Suspension Bridge, by Albany time; between Suspension Bridge and Detroit, by Hamilton time; between Detroit and Chicago, by Chicago time; and between Detroit and Milwaukee, by Detroit time.

THROUGH TIME TABLE. [Nov. 30, 1868.

Going West.					STATIONS.	Going East.				
Express.	Express.	Express.	Mail.	Miles.		Miles.	Mail.	Express.	Express.	Express.
9 00 P. M.	3 00 P. M.	8 30 A. M.	5 00 A. M.	0	Leave.....**Boston**.....Arrive	1104	6 00 A. M.		3 50 P. M.	—
10 35 "	4 30 "	10 05 "	6 35 "	44	.....Worcester.....	1060	4 15 "		2 00 "	
12 45 A. M.	6 30 "	12 15 P. M.	9 00 "	98	.....Springfield.....	1006	2 00 "		11 45 A. M.	
11 00 P. M.	6 00 P. M.	11 30 A. M.	8 00 "		.....**New York**.....	1045	10 30 P. M.	7 30 A. M.	1 30 P. M.	
7 30 A. M.	12 00 A. M.	6 00 P. M.	1 45 P. M.	200	.....**Albany**.....	904	4 50 P. M.	2 05 "	7 00 A. M.	
7 00 "		5 35 "	1 20 P. M.		.....**Troy**.....		5 05 P. M.			
8 20 "	12 45 "	6 50 "	2 35 "	217	.....Schenectady.....	887	4 05 "	1 20 "	6 15 "	
12 10 P. M.	4 22 "	10 47 "	5 58 "	309	.....Rome.....	794	12 32 "	9 53 P. M.	2 48 "	
2 05 "	6 00 "	12 25 A. M.	7 35 "	348	.....Syracuse.....	756	11 00 A. M.	8 30 "	1 25 "	
5 45 "	9 40 "	3 40 "	10 50 "	429	.....Rochester.....	675	7 55 "	5 25 "	10 20 P. M.	
8 10 "	10 30 A. M.				l've.....**Buffalo**.....arr.	622	8 15 "	3 45 "	8 35 P. M.	
9 40 P. M.	12 00 NOON	6 50 A. M.	12 35 A. M.		arr...**Niagara Falls**...l've		6 45 "	2 45 "	7 25 "	
9 20 "	12 50 P. M.	7 00 "	1 50 "	506	l've..**Suspension Br.**...arr	598	4 10 A. M.	1 45 P. M.	6 05 P. M.	9 10 P. M.
9 40 "	1 07 "	7 20 "	2 08 "	515	.....Thorold.....	589				8 45 "
9 45 "	1 12 "	7 25 "	2 13 "	517	..... St. Catharines.....	587	3 40 "	1 10 "	5 37 "	8 40 "
		7 37 "		523	..... Jordan	581			5 25 "	8 23 "
	1 37 "	7 50 "		528	..... Beamsville	576				8 15 "
		8 00 "		532	.....Grimsby.....	571			5 02 "	8 05 "
		8 15 "	2 55 "	538	.....Winona.....	566	2 55 "	12 23 "		7 55 "
11 00 "	2 40 "	9 00 "	3 35 "	549	l've.....**Hamilton**.....l've	555	2 30 "	12 00 M.	4 30 "	7 30 "
	4 05 "	10 55 "	8 35 "	588	arr.....**Toronto**.....l've	584		7 00 A. M.	12 30 "	4 50 "
	3 00 "	9 22 "	4 10 "	556	..... Dundas	549		11 30 A. M.	4 02 "	7 00 "
		9 40 "		561	..... Copetown.....	543		11 15 "		6 45 "
		9 50 "		565	.....Lynden.....	539				6 33 "
11 52 "	3 32 "	10 00 "		568	l've..... Harrisburg.....l've	536			3 34 "	6 25 "
	9 25 "	11 45 "		596	arr.....**Guelph**.....l've	564			6 25 A. M.	4 40 "
12 15 A. M.	3 55 "	10 25 "	4 52 "	578	.....**Paris**.....	526	1 10 "	10 30 "	3 15 P. M.	6 00 "
		10 47 "		585	..... Princeton	519				5 45 "
		10 55 "		587	.....Arnolds.....	517				5 37 "
		11 06 "		592	.....Eastwood.....	511				5 27 "
1 00 "	4 35 "	11 20 "	5 35 "	597	.....Woodstock	507		9 50 "	2 35 "	5 17 "
		11 30 "		602	.....Beachville.....	502			2 25 "	5 05 "
1 25 "	4 55 "	11 42 "	5 57 "	606	..... Ingersoll	498	12 08 "	9 32 "	2 17 "	4 50 "
		12 00 M.	6 20 "	616	.....Dorchester.....	488				4 30 "
2 25 "	5 55 "	12 40 P. M.	6 55 "	625	l've.....**London**.....l've	479	11 30 P. M.	8 55 "	1 40 "	4 10 P. M.
	9 00 "		10 45 "	671	ar.**Wyoming** (*Oil Wells*).lv.	505	3 47 "		9 03 A. M.	
	9 45 "		11 40 "	686	arr.....**Sarnia**.....l've	520	3 00 "		8 20 "	
	6 17 "	1 00 "		635	.....Komoka.....	469		8 17 "	1 00 P. M.	
	6 30 "	1 12 "		640	.....Mt. Brydges.....	464			12 52 "	
3 10 "	6 42 "	1 25 "	7 45 "	646	.....Longwood.....	458		7 52 "	12 37 "	
	7 05 "	1 50 "		656	.....Glencoe	448		7 32 "	12 16 "	
	7 20 "	2 05 "	8 23 "	662	..... Newbury	442			12 05 "	
4 00 "	7 33 "	2 20 "	8 32 "	667	...**Bothwell** (*Oil Wells*)...	437	9 50 "	7 08 "	11 55 A. M.	
	7 50 "	2 35 "	8 46 "	675	.....Thamesville.....	430			11 40 "	
4 50 "	8 25 "	3 10 "	9 15 "	690	.....**Chatham**.....	415	9 00 "	6 22 "	11 08 "	
		3 47 "	9 45 "	704	.....Baptiste Creek.....	400				
5 37 "		3 57 "		709	.....Stoney Point.....	395		5 42 "		
	9 30 "	4 20 "	10 10 "	718	..... Belle River	386		5 25 "	10 10 "	
6 35 A. M.	10 10 P. M.	5 00 P. M.	11 00 A. M.	735	arr.....**Windsor**.....l've	369	7 30 P. M.	4 30 A. M.	9 30 A. M.	
7 20 A. M.	10 20 P. M.	5 25 P. M.	11 10 A. M.		l've..**Detroit** (*M. C. R.*)..arr.	369	6 30 P. M.	3 45 A. M.	8 30 A. M.	
9 05 P. M.	10 03 A. M.	6 30 A. M.	10 02 P. M.	1019	arr.....**Chicago**.....l've	85	8 00 A. M.	4 30 P. M.	9 00 P. M.	
5 30 A. M.	8 30 P. M.	1 00 P. M.	5 30 A. M.	1104	arr.....**Milwaukee**.....l've		11 00 P. M.	8 00 A. M.	4 25 P. M.	
9 00 P. M.		8 00 P. M.	3 40 P. M.		l've..**Detroit** (*D.&M.R.*)..arr.	274	5 20 P. M.	6 35 P. M.	6 45 A. M.	
11 35 "		11 50 "	6 10 "	782	l've.....**Holly**.....l've	227	2 45 "	4 20 "	3 15 "	
			7 00 "		l've.....Flint.....arr.			3 35 "		
			8 30 "		arr....**East Saginaw**...arr.			2 00 P. M.		
1 30 P. M.		2 20 A. M.		814	l've.....**Owosso**.....l've	195	1 10 "		1 00 A. M.	
4 15 "				842	arr.....**Lansing**.....l've	223	10 40 A. M.			
5 35 "		9 15 "		893	.....Grand Rapids.....	116	9 10 A. M.		6 20 P. M.	
7 15 "		11 45 "		924	.....Grand Haven	85	7 30 "		3 00 "	
				1009	Arrive..**Milwaukee**..Leave	0				

SYRACUSE, BINGHAMTON & NEW YORK RAILWAY.

[*Nov* 23.

THOMAS B. FITCH, Pres., GEORGE HAVEN, Supt., and O. WELCH, Gen. Ticket Agent, Syracuse, N. Y.

Going South. Pass.	Pass.	Mls.	STATIONS.	Mls.	Going North. Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
5 30	8 00	0	....**Syracuse**[1]..	80	11 50	9 30
5 53	8 23	7	....Jamesville....	73	11 28	9 06
6 20	8 50	14	.... Lafayette	66	11 02	8 40
6 39	9 07	19	..... Apulia	61	10 45	8 20
6 48	9 15	21	.....Tully.....	59	10 35	8 11
7 05	9 32	26	..... Preble	54	10 20	7 55
7 30	9 55	33	.....**Homer**.....	47	9 55	7 30
7 40	10 05	36	.... Cortland	44	9 40	7 20
7 51	10 17	40	..Blodget's Mills..	40	9 30	7 09
8 10	10 37	45	...State Bridge...	35	9 09	6 48
8 25	10 50	50	.....Marathon....	30	8 56	6 35
8 45	11 14	57	.....Lisle.....	23	8 34	6 13
8 53	11 22	59	.Whitney's Point.	21	8 26	6 05
9 25	11 53	69	.Chenango Forks *	11	7 55	5 35
10 00	12 30	80	..**Binghamton**[2].	0	7 20	5 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with New York Central and Oswego & Syracuse Railways.

[2] Connects with Erie Railway, and Delaware, Lackawanna & Western Railway.

* Connects at Chenango Forks with passenger trains both ways, for Greene, Oxford, Norwich, and other places in the Chenango Valley.

OSWEGO & SYRACUSE RAILWAY.

F. T. CARRINGTON, President; W. B. PHELPS, Supt.; H. WAID, Asst. Supt.; and C. G. SHEAD, Gen. Ticket Agent, Oswego, N. Y. [*Nov.* 23.

Pas.	Pass.	Pass.	M	STATIONS.	Pas.	Pas.	Pass.
P.M.	P.M.	A. M.		LEAVE ARRIVE	A.M.	P.M.	P. M.
5 30	12 30	9 00	0	....**Oswego**[1]....	8 30	4 45	9 40
5 03	1 05	9 35	11	..... Fulton	7 55	4 09	9 04
5 25	1 28	9 58	17	.....Lamson's.....	7 32	3 45	8 40
5 40	1 44	10 14	23	...Baldwinsville ..	7 16	3 27	8 22
7 15	2 20	10 50	35	...**Syracuse**[2]...	6 40	2 50	7 45
P.M.	P.M.	A. M.		ARRIVE LEAVE	A.M.	P.M.	P. M.

[1] Connects with steamboats to ports on Lake Ontario and the St. Lawrence.

[2] Connects with New York Central, and Syracuse, Binghamton & New York Railways.

PENNSYLVANIA & N. Y. CANAL AND RAILWAY CO.

JOHN P. COX, Supt., Towanda, Pa. [*Nov.* 23.

Trains leave Waverly for Athens, Milan, Ulster and Towanda at 8 40 a. m., and 12 30 & 6 35 p. m.

Leave Towanda for Waverly at 7 00 & 10 50 a. m., and 4 50 p. m. Distance, 20 miles.

UTICA, CHENANGO & SUSQUEHANNA VALLEY RAILWAY.

LEWIS LAWRENCE, Pres. [*Aug.* 20.

Pass.	Mxd.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
5 20	7 30	0	.....**Utica**[1]....	43	11 00	4 15
5 40	7 50	4	..New Hartford..	39	10 40	3 55
5 45	7 57	6	.Washington Mills.	37	10 35	3 50
5 52	8 05	8	... Chadwick's ...	35	10 27	3 42
5 58	8 15	9	.....Sauquoit.....	34	10 20	3 35
6 08	8 30	12	.... Clayville	31	10 10	3 25
6 13	8 36	13	.....Palmer's.....	30	10 03	3 15
6 20	8 55	14	.....Cassville.....	29	9 58	3 10
6 35	9 12	18	.....Marshall.....	25	9 43	2 50
6 50	9 30	22	...**Waterville**...	21	9 30	2 36
6 55	9 37	23	Sangerfield Center	20	9 22	2 26
7 08	9 55	27	.North Brookfield.	16	9 10	2 13
7 20	10 10	31	.. Hubbardsville..	12	8 55	1 55
7 25	10 17	32	..East Hamilton..	11	8 50	1 48
7 35	10 32	35	.....Poolville.....	8	8 40	1 32
7 45	10 45	38	.....Earlville.....	5	8 30	1 20
8 00	11 05	43	...**Sherburne**...	0	8 15	1 00
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M

UTICA & BLACK RIVER RAILWAY.

J. THORN, Pres., and H. CROCKER, Supt., Utica, N. Y.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A.M.	P. M.
5 25	7 30	0	.....**Utica**[1].....	35	11 10	4 50
5 43	7 50	6	.....Marcy.....	29	10 50	4 30
5 55	8 00	10	.... Stittsville....	25	10 38	4 18
6 20	8 32	16	.....Trenton.....	19	10 06	3 55
		17	.**Trenton Falls**.	18		
6 30	8 44	18	.....Prospect.....	17	9 54	3 42
6 45	9 04	21	..... Remsen	14	9 44	3 27
7 00	9 18	26	..... Steuben.....	9	9 32	3 05
7 05	9 35	28	...Alder Creek...	7	9 28	3 00
7 25	9 55	35	... **Boonville**...	0	8 55	2 35
7 40	10 07		..Hulbert's Mills..		8 40	2 20
7 50	10 17		...Port Leyden...		8 30	2 05
8 00	10 30		...Lyon's Falls...		8 15	1 50
8 40	11 10		... **Lowville** ...		7 30	1 00
P. M.	A. M.		ARRIVE LEAVE		A.M.	P. M.

[1] Connects with N. Y. Central and Utica, Chenango & Susquehanna Railways. [*Dec.* 23.

BUFFALO & WASHINGTON RAILWAY.

JAMES ADAMS, Pres. & Supt., and W. C. ALBERGER, Gen. Freight & Ticket Agent, Buffalo, N. Y.

Acc.	Mls.	STATIONS.	Mls.	Acc.
P. M.		LEAVE ARRIVE		A. M.
3 30	0	.....**Buffalo**.....	17	10 00
4 00	1	.....Junction.....	16	9 50
4 12	4	..Indian Church..	13	9 18
4 18	6	.. . Ebenezer	11	9 12
4 31	10	.. Spring Brook ..	7	9 00
4 40	12	.....Woodards....	5	8 51
4 51	14	..Jamison Road..	3	8 45
5 00	17	..**East Aurora**..	0	8 30
P. M.		ARRIVE LEAVE		A. M.

[*Oct.* 21.

CONNECTICUT AND PASSUMPSIC RIVERS R.R.
AND CONNECTIONS
Engraved for Appletons' Railway Guide.
QUEBEC
POINT LEVI
Chaudiere Jc.
Craigs Rd.
Becancour
Stanfold
Warwick
Danville
RICHMOND JC.
Sherbrooke
WATERVILLE
MAGOG
L. Memphremagog
NEWPORT
Willoughby L.
Barton
West Burke
ST. JOHNSBURY
LITTLETON
Crawford H.
Mt. Washington
WHITE MTS.
Wood V.
Bradford
W. Thetford
W. Grafton
Franklin
CONCORD
PORTSMOUTH
MANCHESTER
Newburyport
Gloucester
SALEM
BOSTON
Plymouth
Hyannis
Nantucket
Fall River
New Bedford
Newport
New London
Connecticut R.
BRIDGEPORT
Norwalk
N. HAVEN
Middletown
Norwich
CONNECTICUT
BERLIN
HARTFORD
Newington
Windsor
PROVIDENCE
SPRINGFIELD
Worcester
Northampton
Pittsfd
Deerfield
Greenfield
Fitchburg
Ashburnham
Lowell
Lawrence
Haverhill
Charlest.
Bradford
KEENE
Troy
S. Vernon
BELLOWS FS.
Putney
Brattleboro
Chester
Ludlow
Grafton
WHITE R. JC.
Windsor
Sharon
Randolph
Bradford
Burnet
WELLS RIV.
Montpelier
Barre
Bolton
ESSEX JC.
St. Albans
Mt. Mansf'd
Plattsb'g
Port Kent
BURLINGTON
Westport
P. Henry
Crown P.
Ticonderoga
L. George
RUTLAND
WHITEHALL
Caldwell
Glens Falls
Moreau
SARATOGA SP.
BALLSTON
Utica
Schenectady
ALBANY
Troy
Hudson
Rhinebeck
Poughkeepsie
Newburgh
Piermont
N. JERSEY
NEW YORK
Delaware R.
Hudson R.
Ottawa R.
St. Lawrence R.
MONTREAL
LA PRAIRIE
ST. JOHNS
Rouses Pt.
Ogdensburg
Potsdam Jc.
Mt. Mc. Pitre
Mt. Marcy
Dix Pk.
Adirondacks
Boone V.
L. Champlain
Gr. Trunk R.R.
Mth. Ogdensburg R.R.
Moore's
St. Hilaire
Granby
Waterloo
Acton
St. Hyacinth
St. Lambert
Cd. Trunk R.R.
Passumpsic R.R.
Mt. Mt. R.R.
Cam. Hump
Sab. & W.R.R.
Ches. R.R.
Nth. R.R.
Cent. R.R.
Cent. Vt.
Cheshire R.R.
Fitchburg R.R.
Boston & Lowell R.R.
Eastern R.R.
Worcester & Nashua R.R.
Worcester & Pt. R.R.
Hartford & New Haven R.R.
N.H. R.R.
N.Y. & New Haven R.R.
Stonington R.R.
Providence & Worcester R.R.
Boston & Providence R.R.
Portland
Boston & Maine R.R.
Maine
Vermont
New Hampshire
Massachusetts
Rhode Island
Connecticut
N

CONNECTICUT & PASSUMPSIC RIVERS RAILWAY.

HENRY KEYES, President, Newbury, Vt. A. H. PERRY, Superintendent. H. P. ALDEN, General Freight Agent. N. P. LOVERING, Jr., General Ticket Agent. H. HASTINGS, Chief Clerk and Cashier. *General Offices*—Lyndonville, Vt. [*Nov.* 30.

RAILWAY CONNECTIONS.

At Wells River, with White Mountains Railway for Littleton (the nearest railway station to White and Franconia Mountains), and Boston, Concord & Montreal Railway for Concord.

At White River Junction, with Northern (N. H.) Railway for Concord, Manchester, Portsmouth, Nashua, Worcester, Providence, Lowell, Lawrence, and Boston.—*Vermont Central Railway*, for Waterbury, Mount Mansfield, Montpelier, Burlington, Ogdensburg, Montreal, and Saratoga Springs.—*Vermont Central and Conn. River Line*, for Windsor, Bellows Falls, Rutland, Saratoga Springs, Keene, Fitchburg, Worcester, Providence, Brattleboro', Northampton, Springfield, Hartford, New Haven, New York, and Southern Cities.

STEAMBOAT CONNECTION.

Steamer leaves Newport daily, during the pleasure travel season, for Magog, connecting with Coaches for Grand Trunk Railway (Sherbrooke Station), arriving at Montreal or Quebec same evening.

Going South.					Going North.		
Mail.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Mail.
A. M.			LEAVE ARRIVE			P. M.
7 00		0	..**North Derby**..	110		7 25
7 18	0	5	....**Newport**....	105	4 20	7 13
7 30	30	10	.... Coventry	100	3 95	7 00
7 40	55	15	..Barton Landing.	95	3 75	6 50
7 57	80	20	.....**Barton**.....	90	3 65	6 34
8 12	95	25	...South Barton...	85	3 50	6 23
8 32	1 30	33	...West Burke...	77	3 15	5 57
	1 55	40	.....Folsom's.....	70	2 85	
8 57	1 65	42	.....**Lyndon**....	68	2 75	5 37
9 10	1 80	47	St. Johnsbury Cen.	63	2 60	5 18
9 18	1 90	49	.**St. Johnsbury**.	61	2 50	5 11
9 25	2 00	52	... Passumpsic ...	58	2 40	5 02
	2 15	56	....McLeran's....	54	2 25	
9 46	2 30	59	..... Barnet.....	51	2 10	4 41
9 51	2 40	62	.....McIndoes....	48	2 00	4 35
	2 55	66	.....Ryegate.....	44	1 85	
10 13	2 70	70	. **Wells River** ..	40	1 65	4 18
10 28	2 85	74	.... Newbury	36	1 50	4 00
10 35	2 95	77	.South Newbury.	33	1 40	3 43
10 45	3 10	81	.....Bradford.....	29	1 25	3 32
11 02	3 35	88	..... Fairlee.....	22	95	3 16
11 16	3 55	93	..North Thetford..	17	75	3 04
11 24	3 65	95	.....Thetford. ...	15	65	2 55
11 35	3 85	100	.. Pompanoosuc ..	10	45	2 44
11 50	4 05	106	.....Norwich.....	4	25	2 30
12 00	4 20	110	**White R. Junc.**	0	0	2 20
NOON			ARRIVE LEAVE			P. M.

For the White and Franconia Mountains and Lake Memphremagog.

This is the most direct and pleasant route to White and Franconia Mountains, Lake Willoughby, and Lake Memphremagog, passing near the villages of Norwich, Vt., Hanover, N. H. (where is located the celebrated Dartmouth College), Thetford, Vt., Lyme, N. H., Fairlee, Vt., Orford, N. H., Bradford, Vt., Haverhill, N. H., Newbury, Vt. (the location of the sulphur springs, much resorted to for their medicinal qualities), Wells River, Vt. (where White Mountains Railway connects for Littleton, the nearest railway station to the White and Franconia Mountains), Barnet, St. Johnsbury, Lyndon, Barton, and Newport (the head of Lake Memphremagog).

The Hotel accommodations along the entire line are first-class. "Smoking Cars" run on all trains. Luxuriously furnished "Ladies' Cars" run daily between Springfield and Lake Memphremagog during the pleasure-travel season.

From New York.—The route *via* New York & New Haven Railway, or New Haven Steamers and Connecticut River Valley, is *sixty miles shorter* than any other, and the time correspondingly quicker. The scenery along the valley of the Connecticut River, which is followed for some 200 miles, is unsurpassed for beauty and variety. There is no change of cars between Springfield and Lake Memphremagog.

From Boston—The route is *via* Boston & Lowell, Boston & Maine, or Fitchburg Railways, to White River Junction, there connecting with Passumpsic Road for points as named above. No change of cars between Boston (Lowell Railway Depot) and Lake Memphremagog.

From Saratoga Springs—The route is *via* Lake George, Lake Champlain, and Burlington, or *via* Rutland and Bellows Falls to White River Junction, as above.

From Quebec—The route is *via* Grand Trunk Railway to Sherbrooke, thence by coach to Magog, connecting with Steamer for Newport, thence by Passumpsic Railway to White and Franconia Mountains, New York, or Boston.

From Montreal—The route is *via* Grand Trunk Railway to Sherbrooke, or *via* Montreal & Champlain and Stanstead, Shefford & Chambly Railways, to Waterloo; thence by coaches to Magog or Knowlton's Landing, connecting with Steamer for Newport, thence by Passumpsic Railway to White Mountains, New York, or Boston.

A. H. PERRY, *Superintendent.*

BOSTON, one of the great commercial cities of the United States, the capital of Massachusetts, and seat of justice of Suffolk County, is situated at the western extremity of Massachusetts Bay, 200 miles east of Albany, and 236 miles northeast of New York. The city consists of three parts—Boston proper, East Boston, and South Boston. Population in 1800, 24,937; 1810, 33,250; 1820, 43,298; 1830, 61,391; 1840, 93,383; 1850, 136,881; in 1860, about 200,000. Should Boston continue to increase the next ten years as she has during the past, her population in 1870 will not be less than 300,000. This important city owes her present position not only to her natural advantages, but also to the enterprise, intelligence, and frugality of her people.

WORCESTER is one of the most important thoroughfares in New England; from this point (as the traveler will perceive by the Map) diverge five important railways, viz., the Western, connecting with all railways South and West; Boston & Worcester, Providence & Worcester, Nashua & Worcester (which communicates through connecting lines with the Valley of the St. Lawrence), and the Norwich & Worcester. To her railways, like all other cities through which they pass, is Worcester chiefly indebted for her rapid progress in wealth and population. Among the institutions may be mentioned the American Antiquarian Society, founded in 1812 by the late Isaiah Thomas, LL.D., the editor of the first folio Bible published in the United States; the State Lunatic Asylum; the Catholic College, and the Oread Institute—a seminary of high character for young ladies. The public schools of Worcester are usually referred to as the model schools of New England. Population in 1820, 2,062; in 1840, 7,492; in 1860, about 27,000.

SPRINGFIELD is situated on the left bank of the Connecticut River, at the intersection of the Connecticut River and the New Haven, Hartford and Springfield Railways, connecting with the Western. It is universally acknowledged to be one of the handsomest and most flourishing inland cities in the State. From its position and great railway connections it has become one of the great inland thoroughfares of travel in the East. The great number of trains continually departing and arriving render the vicinity of the depot strikingly interesting to the traveler. The city is pleasantly situated in the midst of varied and delightful scenery. The United States Arsenal is located here on Arsenal Hill, about half a mile from the business center; from 12,000 to 15,000 muskets are manufactured annually. Springfield is steadily improving, especially near the railway depot. The number of inhabitants in 1820 was 3,970; in 1840, 10,985; and in 1860, 20,000.

BOSTON & ALBANY RAILWAY.

Worcester & Springfield and Springfield & Albany Divisions.

C. W. Chapin, Pres.; and C. O. Russell, Supt., Springfield, Mass. J. B. Chapin, Asst. Supt., Albany, N. Y.

Boston to Albany. / **Albany to Boston.** [*Nov.* 23.

Sund. Mail.	Acc.	Mail.	Exp.	Exp.	Acc.	Miles.	STATIONS.	Miles.	Acc.	Acc.	Exp.	Exp.	Mail.	Acc.	Sund. Mail.
P. M.		P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A.M.	P. M.	P. M.	P. M.	A.M.		A. M.
6 30		9 00	3 00	8 30	5 00	0	....**Boston**[1].....	200	11 00	3 50	5 05	11 50	5 50		1 35
							See page 180.)								
8 00		10 35	4 30	10 05	6 35	44	**Worcester**[2]...	156	9 25	2 00	3 40	10 25	4 20		12 00
		10 40	4 35	10 10	6 40	45	Worcester Junc.[3]..	155	9 20	1 58	3 30	10 15	4 08		11 55
					6 55	53	.....Clappville.....	147	9 04	1 38					
					7 05	57	.....Charlton	143	8 54	1 27					
					7 14	62	.....Spencer.....	138	8 44	1 16					
					7 22	64	...East Brookfield...	136	8 37	1 09					
					7 30	67	.....Brookfield.....	133	8 30	1 02					
8 57		11 37	5 23	11 05	7 40	69	..West Brookfield..	131	8 23	12 55	2 43	9 28	3 04		11 08
					7 48	73	.....Warren.....	127	8 13	12 45					
					8 02	79	..... Brimfield	121	7 58	12 30					
9 22		12 05	5 48	11 30	8 15	83	.....**Palmer**[4].....	117	7 48	12 20	2 14	8 59	2 32		10 39
					8 27	89	.....Wilbraham.....	111	7 35	12 06					
					8 38	92	...Indian Orchard...	108	7 27	11 57					
9 50	A. M.	12 35	6 15	11 55	8 50	98	arr { **Spring-** { lve	102	7 15	11 45	1 45	8 30	2 00	A. M.	10 10
P. M.	7 30	12 45	6 30	12 15	9 00		lve { **field**[5] { arr		A.M.	11 35	1 30	7 40	1 25	9 30	P. M.
	7 40		6 40	12 23	9 08	100	..West Springfield..	100		11 27		7 31		9 20	
	8 00	1 15	7 00	12 43	9 25	108	....**Westfield**[6]....	92		11 07	1 09	7 15	12 55	9 20	
	A. M.		7 17	1 00	9 41	116	.....Russell.....	84		10 50		6 57		A. M.	
			7 28	1 10	9 51	119	.. .Huntington....	81		10 40		6 47			
		2 02	7 45	1 26	10 07	126	..... Chester.....	74		10 26	12 33	6 31			
			8 03	1 42	10 23	131	.....Middlefield.....	69		10 14		6 16			
			8 16	1 54	10 34	135	.....Becket.....	65		10 05		6 07			
			8 29	2 06	10 45	138	.... Washington....	62		9 56		5 58			
			8 40	2 16	10 55	143	.....Hinsdale.....	57		9 47	12 00	5 48	11 11		
	A. M.		8 50	2 25	11 04	146	..... Dalton	54		9 38		5 39		P. M.	
	7 30	3 30	9 12	2 45	11 21	151	....**Pittsfield**[7]....	49		9 24	11 40	5 25	10 44	8 20	
	7 41			2 55	11 31	154	...Shaker Village...	46		9 10		5 10		8 09	
	7 52			3 07	11 43	159	.....Richmond.....	41		8 59		4 59		7 51	
	8 02			3 17	11 52	162	.....State Line[8]....	38		8 50		4 49		7 33	
	8 16			3 31	12 05	167	.....Canaan.....	33		8 38		4 37		7 15	
	8 27			3 42	12 16	172	...East Chatham...	28		8 28		4 24		6 57	
	8 43	4 44	10 10	3 57	12 30	177	.....Chatham[9].....	23		8 14	10 43	4 08	9 17	6 32	
	8 54			4 08	12 41	181	..Chatham Centre..	19		7 59		3 51		6 12	
	9 02	5 04	10 26	4 15	12 48	184	.... Kinderhook....	16		7 52	10 26	3 44	8 50	6 00	
	9 20			4 31	1 04	192	..... Schodack	8		7 36		3 27		5 55	
	9 38	5 40	10 55	4 46	1 20	199	....Greenbush[10]...	1		7 20	10 00	3 10		5 10	
	9 45	5 45	11 00	4 50	1 25	200	..... **Albany**[11]....	0		7 15	9 50	3 00	8 00	5 00	
	A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE LEAVE			A. M.	A. M.	P. M.	P. M.	P. M.	

Albany and Chatham Trains leave Albany for Chatham Four Corners at 7 25 A. M. and 3 35 P. M.; returning at 3 25 & 10 00 P. M.

1 Connects with Railways diverging from Boston.
2 Junction of Boston & Worcester Division.
3 Junction of Providence & Worcester, Worcester & Nashua, and Norwich & Worcester Railways.
4 Junction of New London, Willimantic & Palmer, and Amherst & Belchertown Railways.
5 Junction of Connecticut River, and New Haven, Hartford & Springfield Railways.
6 Crossing of New Haven & Northampton Railway.
7 Junction of Pittsfield & North Adams Railway.
7 " Housatonic Railway Line.
8 Junction of Housatonic Railway.
9 Connects with Hudson & Boston Railway.
10 Junction of Troy & Greenbush Railway.
11 Connects with New York Central Railway for Niagara Falls, Buffalo and the West.

PITTSFIELD & NORTH ADAMS RAILWAY.

Operated by Boston & Albany Railway. Wm. Burton, Agent, North Adams, Mass. [*Nov.* 23.

Trains leave Pittsfield for Packard's, Berkshire, Cheshire, Cheshire Harbor, Maple Grove, S. Adams, and N. Adams at 8 30 & 11 45 a.m., and 2 50 & 5 30 p.m. Returning, leave N. Adams at 6 00 & 10 a.m., and 1 10 & 4 15 p.m. Dist., 20 mls.; fare, 60 cts. At Pittsfield, connects with Housatonic and Western R'ways.

BOSTON & ALBANY RAILWAY—Boston and Worcester Division.

C. W. Chapin, President, and C. O. Russell, Superintendent, Springfield, Mass. C. E. Stevens, Treas., and A. Firth, Asst. Supt., Boston, Mass.
J. M. Griggs, Gen. Ticket Agent, and Wm. Bliss, Gen. Freight Agent, Springfield, Mass. [*Nov.* 23.

Boston to Worcester.

Framingham.	Night Express.	Saxonville.	Steamboat Express.	Framingham.	Worcester & Fitchburg.	Framingham.	N. Y. & Alb. Express.	Fitchburg & Milford.	Worcester.	Saxonville.	N. Y. & Alb. Express.	Worcester & Fitchburg.	Albany.	Miles.	STATIONS.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.	A. M.	A. M.	A.M.	A. M.		LEAVE ARRIVE
9 35	9 00	6 00	5 30	5 00	4 30	4 00	3 00	2 00	1 15	10 00	8 30	7 00	5 00	0	..... **Boston**.....
9 47		6 12				4 11				10 12				3	.....Cottage Farm.....
9 50		6 16		5 13		4 14				10 15				4¼	.....Allston.....
9 53		6 20		5 16		4 17			1 31	10 18		7 15		5	.....**Brighton**.....
9 59		6 26		5 22		4 22			1 37	10 24		7 20		6¾	.....Newton Corner.....
10 03		6 30		5 25		4 25			1 40	10 28		7 23		8	.....Newtonville.....
10 07		6 34		5 28		4 28			1 44	10 31		7 25		9	.....**West Newton**....
10 11		6 40		5 30		4 31			1 48	10 35		7 28		10¼	.....Auburndale.....
														12	**Lower Falls** [Branch]
10 17		6 45								10 41				12½	.....Rice's Crossing.....
10 20		6 48		5 39		4 39			1 56	10 44		7 35		13¼	.....Grantville.....
10 24		6 52		5 42		4 43			1 59	10 48		7 38		14¾	.....Wellesley.....
10 30		6 58		5 49		4 50		2 37	2 06	10 54		7 46		17½	.....Natick.....
		7 15								11 15				21½	.**Saxonville** [Branch].
10 35	9 41		6 11	5 59	5 11	5 00	3 39	2 45	2 13		9 13	7 54	5 43	21½	arr..**Framingham**..lve
	...		...		5 25		...	3 00	...		...	8 05		21½	lve..**Framingham**..arr.
	...		...		5 35		...	3 10	...		...	8 15		25¼	MILFORD BRANCH: ...E. Holliston...
	...		...		5 40		...	3 15	...		...	8 20		26¼	.... Holliston ....
	...		...		5 45		...	3 20	...		...	8 25		28¼	.....Metcalf's.....
	...		...		5 50		...	3 25	...		...	8 30		30¼	....Braggville....
	...		...		6 00		...	3 35	...		...	8 38		33¼	arr..**Milford**..lve
	9 43		6 13		5 15		3 41		2 16		9 15	8 00	5 45	21½	lve..**Framingham**..arr.
					5 23				2 23			8 08		24	.....Ashland.....
					5 30				2 30			8 15		27	.....Cordaville.....
					5 33				2 34			8 18		28	.....Southboro'.. ....
			6 34		5 41				2 41			8 25		32	.....Westboro'.....
					5 53				2 55			8 40		37¾	..... Grafton .....
														42½	..**Millbury** [Branch]..
	10 30						4 25		3 10		10 00	8 55	6 30	44	.Worcester, Lower Station.
			7 05		6 15				3 15			9 00		44½	.....**Worcester**.....
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.	A. M.	A. M.	A.M.	A. M.		ARRIVE LEAVE

Stops only to take passengers for Western R.

Worcester to Boston.

New York Express.	New York Express.	Framingham.	Saxonville.	Worcester.	Fitchburg.	Worcester.	Worcester.	Fitchburg.	Albany.	Saxonville.	N. Y. & Alb. Express.	Worcester.	Fitchburg.	N. Y. & Alb. Express.
A.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A. M.	A. M.	P.M.	P. M.	P M.	P. M.	P. M.	P. M.	P. M.
5 50	6 00	6 50	7 45	9 00	9 15	11 00	11 55	2 35	3 50	4 10	5 05	6 15	8 15	11 50
		6 36	7 33							3 56				
		6 33	7 30				11 40			3 54			8 01	
		6 30	7 27				11 37			3 51			7 58	
		6 25	7 22				11 32			3 46			7 53	
		6 20	7 17				11 27			3 42			7 50	
		6 17	7 14				11 24			3 39			7 47	
		6 12	7 09				11 20			3 35			7 44	
		6 05	6 57							3 28				
		6 03	6 54	8 22			11 12	2 01		3 25		5 38	7 36	
		6 00	6 51	8 17			11 09	1 58		3 22		5 35	7 33	
		5 52	6 43	8 10			11 00	1 52	3 06	3 15		5 27	7 25	
			6 30							3 00				
5 06	5 16	5 45		8 00	8 30	10 16	10 49	1 45	2 57		4 21	5 16	7 15	11 06
...	...			7 45		10 05	...		...		...	5 00		...
...	...			7 33		9 53	...		...		...	4 48		...
...	...			7 30		9 50	...		...		...	4 45		...
...	...			7 23		9 43	...		...		...	4 38		...
...	...			7 18		9 38	...		...		...	4 33		...
...	...			7 10		9 30	...		...		...	4 25		...
5 04	5 14			7 56		10 14	10 45		2 55		4 20	5 13		11 05
				7 47			10 36		2 49			5 06		
				7 40			10 29		2 43			4 59		
				7 37			10 26		2 40			4 56		
				7 29			10 17		2 32			4 48		
				7 16			10 05		2 20			4 35		
												4 32		
4 20	4 30					9 30	9 50		2 05		3 40	4 20		10 25
4 15	4 25			7 00		9 25	9 45		2 00			4 15		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A. M.	A. M.	P.M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Sunday Mail Train leaves Boston at 6 30 p.m., arr. at Worcester at 8 00 p.m. Leaves Worcester at 12 night, arr. at Boston 1 35 a.m.

Way Fares, 3 cents per mile. *Steamboat Train* leaves Worcester early every morning except Monday.

LOWER FALLS TRAINS.

Leave Boston for Lower Falls at 7 30 a.m., 12 m., and 2 30, 7 00 & 11 00 p.m., arriving at Lower Falls at 8 15 a.m., and 12 45, 3 15, 7 45 & 11 40 p.m.

Leave Lower Falls for Boston at 7 45 & 9 00 a.m., and 1 25, 6 00 & 9 30 p.m., arriving at Boston at 8 30 & 9 45 a.m., and 2 10, 6 45 & 10 15 p.m.

BROOKLINE BRANCH.

Trains leave Boston at 7 15, 8 40 & 9 45 a.m., and 12 15, 12 45, 2 35, 3 15, 4 45, 5 35, 6 15, 7 15, 9 30 & 10 55 p.m.

Sundays at 10 10 a.m., and 12 35 & 4 45 p.m.

Leave Brookline at 6 30, 7 15, 8 00, 8 30, 9 15 & 10 15 a.m., 12 m., and 1 30, 2 15, 4 05, 5 05, 6 45, 7 55 & 10 15 p.m.

Sundays at 9 45 a.m., and 12 10 & 2 15 p.m.

NEW HAVEN, HARTFORD & SPRINGFIELD RAILWAY.

WM. P. BURRALL, President. E. M. REED, Supt., Hartford, Ct.

[*Standard of Time*—CLOCK AT HARTFORD DEPOT.] [*Nov.* 23.

Springfield to New Haven.								STATIONS.	New Haven to Springfield.							
Exp.	Pass.	Exp	Pas.	Exp.	Pas.	Frs.	Mls		Mls.	Frs.	Pass.	Exp.	Pas.	Pass.	Exp	Exp.
P. M.	P. M.	P.M.	P.M.	A. M.	A.M.			LEAVE ARRIVE			P. M.	P. M.	P.M.	P. M.	A.M.	A.M.
9 00		3 00		8 30				.....*Boston*.....			3 50	5 05			1150	6 00
12 30	5 10	6 30	2 20	12 00	7 00	0	0	.....**Springfield**.....	62	2 05	10 35	1 10	5 57	3 10	8 05	1 40
	5 19		2 29		7 09	20	4	.....Longmeadow.....	58	1 90	10 25		5 47	3 00		
	5 27		2 38		7 18	35	9	...Thompsonville....	53	1 80	10 15		5 37	2 48		
	5 37		2 49		7 29	50	13	...Warehouse Point..	49	1 65	10 04		5 27	2 36		
	5 43		2 56		7 36	55	14	... Windsor Locks....	48	1 60	9 58		5 20	2 30		
	5 57		3 10		7 50	70	20	.....Windsor.....	42	1 40	9 46		5 08	2 16		
1 26	6 12	7 20	3 30	12 50	8 10	95	26	.....**Hartford**.....	36	1 25	9 31	12 23	4 53	2 00	7 19	12 40
			3 42		8 23	1 05	31	.....Newington.....	31	1 05	9 13		4 35			
		7 41	3 54	1 12	8 35	1 25	36	.....Berlin.....	26	90	9 04	11 57	4 25		6 54	
2 03		7 59	4 15	1 30	8 55	1 45	44	.....**Meriden**.....	18	65	8 47	11 37	4 07		6 37	11 57
			4 29		9 10	1 70	50	..... Wallingford.....	12	45	8 29		3 49			
			4 41		9 23	1 90	55	.....North Haven.....	7	30	8 16		3 35			
2 40		8 30	4 58	2 05	9 41	2 05	62	....**New Haven**....	0	0	7 55	10 55	3 15		5 55	11 15
5 30		1120	8 10	4 55	1255			.....*New York*.....				8 00	1215		3 00	8 00
A. M.	P. M.	P.M.	P.M.	P. M.	P. M.			ARRIVE LEAVE			A.M.	A.M.	P.M.	P. M.	P. M.	P. M.

☞ A discount of five cents to those who purchase Tickets at stations.

Additional Trains.—Leave Springfield for Hartford at 10 40 A. M. and 5 10 P. M. Leave Hartford for Springfield at 6 00 A. M. and 2 00 P. M. Leave Meriden for New Haven at 5 40 A. M. and 1 00 P. M. Leave New Haven for Meriden at 11 05 A. M. and 6 15 P. M.

Sunday Train.—Leaves Springfield for New Haven at 10 25 P. M. N. Haven for Springfield at 7 50 P. M.

☞ *For Time Table of Road between Springfield and Boston, see Boston & Albany Railway.*

MIDDLETOWN RAILWAY.

Trains leave Middletown at 8 00 & 11 20 A. M., and 12 40, 3 20 & 6 20 P. M. Returning, leave Berlin at 9 05 & 11 58 A. M., and 1 12, 4 27 & 7 42 P. M. Connecting each way with the trains of the Hartford & New Haven Railway at Berlin.

Trains leave New Britain at 8 20 & 11 40 A. M., and 12 55, 3 35, 6 35 & 7 25 P. M. Returning, leave Berlin at 9 05 & 11 58 A. M., and 1 12, 4 27, 6 55 & 7 42 P. M. E. M. REED, Supt.

NEW LONDON NORTHERN, AND AMHERST & BELCHERTOWN RAILWAY.

A. N. RAMSDELL, Pres., and G. W. BENTLEY, Supt., New London, Ct. [*Nov.* 16.

Pas.	Pass.	Mail.	St'bt.	Mls.	STATIONS.	Mls.	Pas.	Pass.	Pass.	Pass.	St'bt.
P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A.M.	A. M.	A. M.	P. M.	P. M.
5 40	1 50	8 00	5 00	0	..**New London**..	100	8 32	11 00		5 14	9 23
5 55	2 05	8 15	5 15	6	.... Montville.....	94	8 15	10 45		4 59	9 07
6 16	2 32	8 38	5 35	13	.....Norwich.....	87	7 50	10 25		4 39	8 47
	2 44	8 48	5 44	17	.....Yantic.....	83		10 13		4 26	8 35
	3 12	9 15	6 06	26	..South Windham..	74		9 50		4 05	8 10
	3 26	9 40	6 17	30	...**Willimantic**...	70		9 40		3 55	7 58
	3 39	9 53	6 29	35	..South Coventry..	65		9 25		3 39	7 43
	3 50	10 06	6 39	38	....Mansfield.....	62		9 15		3 29	7 33
	4 05	10 21		44	Tolland & Will'gton	56		8 59		3 14	7 15
	4 20	10 36	7 08	50	.....**Stafford**.....	50		8 44		2 55	7 00
	4 53	11 08	7 35	61	.....Monson.....	39		8 15		2 25	6 28
	5 05	11 20	7 45	65	ar } **Palmer** { lv	35		8 05		2 15	6 15
		12 10	8 05		lv }				11 27		5 50
		1 00	8 32	76	...Belchertown...	24			11 04		5 25
		1 40	9 00	85	.... **Amherst**....	15			10 37		4 58
		1 52	9 08	88	..North Amherst..	12			10 30		4 50
		2 02	9 14	90	..... Leverett.....	10			10 24		4 43
		2 20	9 24	95	..South Montague..	5			10 13		4 32
		2 45	9 35	100	**Grout's Corner**	0			9 00		4 20
P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A.M.	A.M.	A. M.	P. M.	P. M.

Extra Trains leave New London for Norwich at 10 25 A. M., and 5 40 P. M. Returning, leave Norwich for New London at 7 45 A. M., and 1 35 P. M.

Connects at New London with New Haven, New London & Stonington, and Stonington & Providence Railways; also with Steamers to Stonington and New York. At Norwich with Norwich & Worcester Railway. At Willimantic, with Hartford, Prov. & Fishkill Railway. At Palmer, with Western Railway.

MAP OF THE
EASTERN RAILWAY
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
WHITE MOUNTAINS
Mt. Washington 6,128 Ft.
Mt. Monroe 5,570 Ft.
Littleton
White Mt. House
Crawford House
Mt. Franklin
Flume House
Bartlett
Chatham
Bridgeton
Conway
Stage Route
Stage Route
Unfinished
Sebago Pond
Cornish
Ossipee
Squam L.
Centre Har.
Tuftonboro
Wakefield
Wolfsboro
Plymouth
Bristol
WEIRS
Guilford
LAKE WINNIPISEOGEE
Franklin Jc.
ALTON BAY
Alton
N. Durham
Milton
Farmington
Hayes
UNION VIL.
ROCHESTER
CONCORD
Contoocook
N. Weare
GT. FALLS
Dover
SALMON FALLS
Candia
Manchester
Greenland
Amesbury
Wilton
Nashua
Lawrence
Bradford
Vindham
Chelmsford
Lowell
Groton Jc.
Boxford
Middleton
W. DANVERS
W. Danvers Jc.
Acton
S. Reading
S. Danvers
SALEM
Lynn
W. Lynn
Marlboro
Northboro
Framingham
BOSTON
N. ANDOVER
NEWBURYPORT
Rowley
Ipswich
Wenham
N. Beverly
BEVERLY
MARBLEHEAD
Swampscott
ROCKPORT
GLOUCESTER
Cape Ann
West Beach
N. Hampton
Hampton
Hampton Falls
Seabrook
E. Salisbury
PORTSMOUTH
Kittery
GT. FALLS BR. JC.
S. BERWICK JC.
N. Berwick
Wells
Kennebunk
Kennebunk Port
Biddeford
Saco
W. Scarborough
Scarborough
Saco Riv.
PORTLAND
C. Elizabeth
Westbrook
Falmouth
Cumberl'd
YARMOUTH JC.
Freeport
Oak H.
BRUNSWICK
TOPSHAM
Bodoinham
DANVILLE J.
Lewiston
Mechanics Falls
Dresden
Crowley
LEEDS
AUGUSTA
Kennebec R.
GD. TRUNK R.R.
MAINE CEN.
KEN. & PORT. R.R.
PORTS. & GRT. FALLS & CONWAY R.R.
PORT. SACO & F. R.R.
GT. FALLS & CON. R.R.
CON & PORTS. R.R.
MAN. & LAW. R.R.
ESSEX R.R.
EASTERN R.R.
FITCHBURG R.R.
BOST. & W. R.R.
NEW HAMPSHIRE
MAINE
MASS
ATLANTIC
W
E
S

EASTERN RAILWAY.

GEORGE M. BROWNE, President; JEREMIAH PRESCOTT, Supt., and JOHN B. PARKER, Treas., Boston, Mass.
GEO. RUSSELL, Gen. Ticket Agent, Boston, Mass. [*Dec.* 16.

Boston to Portsmouth and Portland.								STATIONS.	Portland and Portsmouth to Boston.							
Pass.	Exp.	Pass	Pass	Pass	Pass	Pass	Mls.		Mls.	Pass	Pass	Exp.	Pass	Pass	Pass	Exp.
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.		LEAVE ARRIVE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
6 10	*6 00	4 45	3 00	12 15	10 30	7 30	0	.....**Boston**.....	108	8 35	9 35	11 10	1 45	5 20	8 00	10 00
6 16				12 21	10 36		2	....Somerville....	106	8 26	9 25	11 00	1 36	5 11	7 51	9 52
				12 25	10 40		3	..South Malden [1]..	105		9 20		1 31		7 48	
6 22			3 14	12 29	10 44		4	.... **Chelsea**	104	8 20	9 16		1 26		7 43	
				12 35	10 50		6	..North Chelsea..	102				1 20		7 38	
6 34				12 42	10 57		10	... West Lynn ...	98		9 05					
6 37	6 25	5 08	3 26	12 47	11 02	7 54	11	.....**Lynn**.....	97	8 05	9 00	10 40	1 08	4 52	7 25	9 25
6 40				12 50	11 05		12	....Swampscot....	96				1 05		7 23	
6 50	6 35	5 20	3 35	1 00	11 15	8 05	16	.....**Salem** [2].....	92	8 00	8 50	10 30	12 55	4 40	7 15	9 15
7 05		5 27	3 44	1 07	11 21	8 17	18	.....Beverly [3].....	90	7 50	8 40	10 20	12 40	4 30	7 05	
7 08				1 13	11 24	8 21	20	..North Beverly..	88	7 45	8 32		12 39		7 00	
7 15				1 23	11 29	8 25	22	.....Wenham.....	86	7 35	8 27		12 30		6 53	
7 24		5 50	4 07	1 33	11 49	8 39	27	.....Ipswich.....	81	7 20	8 15		12 15	3 56	6 35	
7 30				1 43	11 54	8 48	31	.....Rowley.....	77	7 15	8 05		12 06		6 27	
7 40	7 18	6 12	4 29	1 55	12 10	9 03	36	.**Newburyport** [4]	72	7 00	7 55	9 50	11 50	3 40	6 15	8 35
				2 01	P.M.	9 10	38	..East Salisbury [5]..	70	6 59		9 42	11 50		6 12	
				2 09		9 19	42	.....Seabrook.....	66	6 51		9 36	11 43		6 04	
				2 13		9 24	43	..Hampton Falls..	65	6 47		9 33	11 40		6 00	
		6 35	4 56	2 21		9 33	46	.... Hampton	62	6 40		9 30	11 30		5 50	
			5 03	2 26		9 39	49	.North Hampton.	59	6 31		9 15	11 28		5 46	
				2 31		9 45	51	....Greenland....	57	6 25		9 10	11 24		5 41	
	7 56	7 00	5 25	2 40		9 55	56	..**Portsmouth** [6].	52	6 15		9 00	11 15		5 30	8 00
	9 50		7 58			12 30	108	...**Portland** [7]...	0			6 45	8 45		3 00	*6 00
P.M.	P.M.	P.M.	P.M.	P.M.		P.M.		ARRIVE LEAVE		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

* Runs on Tuesdays, Thursdays, and Saturdays only.

Through Fare, $3 00. *Way Fares, about* 3 *cents per mile.*

Additional Trains leave Boston for Salem at 8 30 A.M., and 2 30, 3 50, 5 10 & 5 20 P.M. Leave Salem for Boston at 6, 9 10 & 10 A.M., 2 30 & 6 15 P.M. Accom. Train leaves Newburyport for Boston at 10 00 A.M.

Trains for Beverly leave Boston at 7 15, 7 30 & 10 30 A. M., and 12 15, 3 00, 4 30, 4 45, 5 20, 6 10 & 7 00 P. M. Leave Beverly for Boston at 7 10, 7 50, 8 05, 8 40, 10 20 & 10 50 A. M., and 12 40, 4 30 & 7 05 P. M.

[1] Saugus Branch Railway diverges, *below.*
[2] Junction of Lawrence and So. Reading Branches, and Salem & Lowell Railway.
[2] Marblehead Branch diverges, *below.*
[3] Gloucester Branch diverges, *below.*
[4] Junction of Newburyport Railway.
[5] Amesbury Branch diverges, *below.*
[6] Junction of Concord & Portsmouth Railway.
[6] Junction of Portland, Saco & Portsm'th Railway.
[7] Connects with Railways diverging from Portland.

Branches of the Eastern Railway.

Saugus Branch.—Trains leave Boston for Malden Center, Maplewood, East Malden, Cliftondale, Saugus Center, East Saugus, and Lynn Common, at 6 45 & 8 45 A. M., 1, 4 00, 5 45, 6 30 & 9 30 P. M. (On Mondays, Wednesdays and Fridays the 9 30 train is changed to 11 25, and Saturdays at 10 00 P. M.) Returning, leave Lynn at 6 12, 7 40 & 10 15 A. M., and 2 00 & 6 00 P. M. Distance, 12 miles. Fare, 35 cents.

South Reading Branch.—Trains leave Boston for Salem at 7 45 & 11 30 A. M.., and 3 15 & 5 35 P. M. Returning, leave Salem for Boston at 7 20 & 9 40 A.M., and 3 00 & 4 55 P.M. Distance, 19 mls. Fare, 55 cts.

Lawrence Branch.—Trains leave Salem for South Danvers, Danvers Port, North Danvers, Beaver Brook, Swan's Crossing, Middleton, Boxford Station, Marble Ridge (North Andover), Sutton's Mills and Lawrence at 6 45 & 11 15 A.M., and 4 45 P.M. Leave Lawrence for Salem at 8 00 A.M., and 12 40 & 5 50 P.M.

Marblehead Branch.—Trains leave Boston for Marblehead at 7 30, 8 30, 10 30 A M., 12 15, 3 00, 3 50, 5 10, 6 10, 7 00 P.M. Leave Marblehead for Boston at 7 00, 7 45, 8 55, 9 45 A.M., 12 40, 1 45, 4 25, 5 40, 6 30 P.M. Leave Salem for Marblehead at 7 20, 8 15, 9 15, 11 15 A.M., 1 00, 3 45, 4 45, 5 55, 6 55, 7 45 P.M. Leave Marblehead for Salem at 7 05, 7 45, 8 55, 9 45 A.M., 12 40, 1 45, 4 25, 5 40, 6 30, 7 30 P.M. Distance, 4 miles.

Gloucester Branch.—Trains leave Boston for Gloucester and Rockport at 7 15 A. M., and 12 15 & 4 30 P. M. Leave Rockport for Boston at 7 15 & 10 00 A. M., and 3 40 P. M.

Amesbury Branch.—Trains leave Boston for Amesbury at 7 30 A. M., and 12 15, 3 00 & 4 45 P. M. Returning, leave Amesbury for Boston at 6 25, 7 30 & 9 40 A.M., 3 15 & 5 40 P.M. Dist., 43 mls. Fare, $1 25.

Boston and Danvers.—Leave Boston for Danvers at 8 30 & 10 30 A. M., and 12 15, 3 00, 3 50, 5 10 & 6 10 P.M. Leave Danvers at 7 00, 7 40, 8 50 & 9 40 A.M., and 2 10, 4 00 & 6 30 P.M.

MAP OF THE
MAINE CENTRAL
RAILWAY
PORTLAND & BANGOR LINE.
Engraved for Appletons' Railway Guide.
MOOSEHEAD LAKE
Greenville
Monson
Blanchard
Russell Mt.
Saddleback Mt.
Saddleback R.
Concord
Industry
Mollychunk Lake
Norridgewock
Umbagog L.
Farmington
Wilton
Livermore Falls
Canton
Androscoggin R.
Hartford
GRAND TRUNK R.R.
Oxford
MECHANICS FALLS
Bridgeton
DANVILLE JC.
N. Gloucester
Sebago Pond
Pownal
YARMOUTH
Cumberland
Falmouth
Westbrook
PORTLAND
Winnipiseogee
Alton Bay
Scarborough
W. Scarborough
Union V.
SACO
Biddeford
Kennebunk P.
Kennebunk
Wells
CONCORD
Rollingsford
Dover
CON & PORTS.
Candia
MANCHESTER
Newmarket Jc.
Exeter
Hampton
Bradford
NEWBURYPORT
Ipswich
Andover
Lawrence
Cape Ann
Gloucester
Beverly
SALEM
Lynn
BOSTON
LOWELL
B.&L.R.R.
B.&W.R.R.
EASTERN
BOSTON
MAINE
S. BERWICK
CT. FALLS BR.
PORTSMOUTH
S. PORT. SACO & P. R.R.
PORT. & OX. F. GEN. R.R.
N. Leeds
ANDROS. R.
MAINE CENTRAL RAILWAY
Kennebec R.
Kennebec Road
Stage
Piscataquis R.
Parkman
Dexter
Corinna
Corinth
Dover
Bradford
SKOWHEGAN
Mt. Whitecap
Chairback Mt.
Mattawamkeag
Lincoln
Howland
Passadumkeag
Greenbush
MILFORD
Unfinished to Calais
E. & N.A. R.R.
Old Town
Stillwater
Halfway
Steam Mills
Aurora
E. C. & M.
BANGOR
Maria V.
Herron's Pond
Franklin
Buckport
Ellsworth
Penobscot River
NEWPORT
E. Newport
Etna
Carmel
Detroit
Pittsfield
Burnham
Clinton
KENDALL'S MILLS
WATERVILLE
W. Waterville
N. Belgrade
Belgrade
Readfield
Winthrop
Monmouth
LEEDS
Greene
Crowley's
LEWISTON
Auburn
Belfast
Lincoln V.
Rocheport
Rockland
Thomaston
Wiscasset
Bath
Brunswick
Kennebec R.
Androscoggin R.
CASCO BAY
Saco Bay
PENOBSCOT BAY
Mt. Desert I.
Deer Isle
Eastern Channel
ATLANTIC OCEAN
W
E
S

MAINE CENTRAL RAILWAY.

PORTLAND AND BANGOR LINE.

R. B. DUNN, President; JOSHUA NYE, Treasurer; EDWIN NOYES, Superintendent; F. E. BOOTHBY, Gen. Ticket Agent, and G. S. FLOOD, Gen. Freight Agent, Waterville, Me. [*Dec.* 1.

☞ Boston to Portland and Bangor.

Pass.	Pass.	Fares.	Mls.	STATIONS.	Mls.	Frs.
	A. M. 7 30	From Boston to		LEAVE ARRIVE ....**Boston**.... (*See below.*)	246	6 10
A. M. 7 10	P. M. 1 10	3 10	0	....**Portland** [1]...	138	4 60
8 40	2 30		28	..Danville Junc.[2]..	110	4 35
9 00	2 46	3 50	34	..... Auburn.....	104	4 10
9 10	2 52	3 50	35	.....Lewiston.....	103	4 10
A. M.	3 12	3 70	42	.....Greene.....	96	3 90
	3 21	3 90	45	.....Leeds [3]	93	3 80
	3 30	3 95	48	....Monmouth....	90	3 70
	3 47	4 00	54	.... Winthrop....	84	3 60
	4 04	4 10	60	... Readfield	78	3 50
	4 26	4 35	68	.....Belgrade.....	70	3 20
	4 50	4 80	77	.West Waterville.	61	2 90
A. M. 6 00	5 09	5 10	83	ar. lv. **Water-ville** [4] lv. ar.	55	2 60
6 23	5 30	5 20	86	..Kendall's Mills..	52	2 60
6 50	5 48	5 35	92	..... Clinton	46	2 35
7 12	6 03	5 60	97	.... Burnham	41	2 10
7 57	6 24	5 85	104	.... Pittsfield.....	34	1 80
8 15	6 34	5 90		.....Detroit		1 55
8 40	6 44	5 95	111	....Newport [5]....	27	1 35
8 57	6 54	6 00	114	..East Newport..	24	1 10
9 27	7 10	6 10	119	..... Etna	19	90
9 48	7 20	6 10	123	.....Carmel.....	15	75
10 08	7 32	6 10	128	..Hermon Pond..	10	55
10 40	8 00	6 10	138	....**Bangor** [6]....	0	
A. M.	P. M.			ARRIVE LEAVE		

☞ Bangor to Portland and Boston.

Pas.	Pass.	Mxd.
	P. M. 8 00	
A. M. 8 10	P. M. 2 15	
6 47	12 23	
6 30	12 09	
6 20	12 04	
A. M.	11 46	
	11 39	
	11 29	
	11 12	
	10 56	
	10 37	
	10 16	
	10 00	P. M. 5 50
	9 45	5 30
	9 29	4 31
	9 15	4 09
	8 58	3 38
	8 49	3 24
	8 40	3 10
	8 31	2 57
	8 15	2 35
	8 05	2 21
	7 53	2 03
	7 30	1 30
	A. M.	P. M.

CONNECTIONS.

[1] Connects with Portland, Saco & Portsmouth, and York & Cum. Railways.
[2] Junc. with Grand Trunk Railway.
[3] Junction of Androscoggin Railway.
[4] Crossing of Portland & Kennebec Railway.
[5] Connects with Dexter & Newport Railway.
[6] Con. with Bangor, Old Town & Milford R'way.

DEXTER & NEWPORT RAILWAY.

(*Leased and operated by Maine Central Railway Co.*)

	A. M.	P. M.
Leave Dexter..	7 50	2 12
" Corinna..	8 10	2 32
Arr. at Newport	8 30	2 50
Leave Newport	8 50	6 45
" Corinna.	9 10	7 03
Arr. at Dexter..	9 27	7 21

Distance, 14 miles.

BOSTON TO PORTLAND.—Condensed Time Table.

Via Eastern Railway.

P. M.	A. M.	Mls.	LEAVE ARRIVE	Mls.	P. M.	P. M.
3 00	7 30	0	.....Boston	108	1 45	8 00
3 42	8 05	16	.....Salem.....	92	12 55	7 15
4 35	9 03	36	...Newburyport..	72	11 55	6 15
5 25	9 55	56	... Portsmouth...	52	11 15	5 30
6 12	10 42	70	So. Berwick Junc.	38	10 35	4 48
7 58	12 30	108	.... Portland	0	8 40	2 55
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Via Boston & Maine Railway.

P. M.	A. M.	Mls.	LEAVE ARRIVE	Mls.	P. M.	P. M.
3 00	7 30	0	.....Boston.....	111	1 45	8 00
3 57	8 25	26	.South Lawrence.	85	12 40	6 55
5 05	9 30	50	..... Exeter.....	61	11 43	6 00
5 57	10 22	74	... Great Falls ...	37	10 35	4 50
6 12	10 42	74	So. Berwick Junc.	37	10 35	4 48
7 58	12 30	111	.... Portland	0	8 40	2 55
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

THIS IS THE ONLY ROUTE by which a Passenger from Boston, and other Stations on the Boston & Maine and Eastern Railways, can certainly reach Bangor, Carmel, Etna, Newport, Pittsfield, Burnham, and Clinton the *same day by railway.*

From Dexter daily *first-class* Stages are run to MOOSE HEAD LAKE. The opening of Dexter & Newport Railway has reduced the distance by stage 14 miles to the Lake, which is unrivaled for its scenery, and for its excellent fishing and shooting. First-class hotels are kept at the foot of the Lake, and at Mount Kineo.

☞ Through Tickets are sold at offices of Boston & Maine and Eastern Railways to all stations on this line; and by this route, and by stages from Newport, through Tickets are sold to Moose Head Lake.

☞ *Fares, ten cents less when Tickets are purchased at Ticket offices.*

Stage Connections.—At *Auburn*, with North Auburn, Turner, North Turner, and Livermore daily. At *Winthrop*, with Manchester and Augusta daily. At *Readfield*, with Kent's Hill daily, and with Vienna, Mount Vernon, Farmington, and Farmington Falls daily, to and from 10 57 A. M. train. At *Belgrade*, with New Sharon and Mercer daily. At *Waterville*, with Norridgewock and North Vassalboro' daily, and to Belfast Mondays, Wednesdays and Fridays A. M., returning P. M. opposite days. At *Kendall's Mills*, with Unity daily. At *Pittsfield*, with Hartland, St. Albans, Harmony, Cambridge, and Ripley daily. At *Dexter*, with Dover daily; and to Monson and *Moose Head Lake* from A. M. trains—returning, to P. M. trains, daily. At *Etna*, with Stetson and Exeter daily. At *Bangor*, with principal towns North and East daily, and the European & North American Railway to Oldtown and Greenbush.

MAP OF THE
BOSTON & MAINE
RAILWAY & CONNECS.
Engd for Appletons' Railway Guide.
Littleton
White Mt. Ho.
Mt. Washington
Crawford Ho.
Flume Ho.
Wells River
WHITE MTS.
Thornton
Conway
Squam L.
Sandwich
Centerhar.
Ossipee P.
Ossipee
Tuftonboro
WINNEPISEOGEE L.
Wolfsboro
Plymouth
W. Rumney
Bristol
WEIRS
Gilford
Laconia
Wakefield
ALTON BAY
Union
Durham
Dover
Rochester
Wells
Kennebunk
Kennebunk Port
Biddeford
Saco
Saco R.
Saco Riv.
W. Scarboro
Scarboro
C. Elizabeth
PORTLAND
Sebago Lake
Thompson Pond
Crooked R.
Mechanics Falls
Danville
Yarmouth
MAINE
Bradford
CONCORD
Hillsboro
MANCHESTER
Derry
E. Wilton
Nashua
Mason V.
Windham
Salem
Bradford
N. Andover
LAWRENCE
Andover
Lowell
Groton Jc.
Junc.
Fitchburg
Sterling Junc.
S. Acton
Clinton
Wilm. Jc.
Wilmington
S. READING
S. Reading
S. READING JC.
MELROSE
MEDFORD
Somerville
BOSTON
Northboro
Marlboro
Saxon V.
Framingham
Newmarket
NEWMARKET JC.
PORTSMOUTH
S. Newmarket
EXETER
E. Kingston
Newton
Plaistow
Atkinson
HAVERHILL
NEWBURYPORT
GEORGETOWN
Ipswich
Cape Ann
Bradford
N. Danvers
Salem
Lynn
MALDEN
Rollinsford
Salmon Fs.
Sth. Berwick
N. Berwick
GT. FALLS
Walkers Sta.
Pickerings
BOSTON & MAINE RAILWAY
D. & N.
D. & W. R.R.
P. S. & P. R.R.
CON. & PORTS.
MAR. & LAW. R.R.
Merrimac R.
BOS. & W. R.R.
BOST. CONCORD & MONT.
NORTH'N R.R.
White Riv. Jc.
STAGE ROAD
GRAND TRUNK
MAINE CENT.
BU. BR.
PORT. & KEN.
W
E
S

BOSTON & MAINE RAILWAY.

FRANCIS COGSWELL, Pres.; WILLIAM MERRITT, Supt.; and A. BLANCHARD, Jr., Treas., Boston, Mass.

Boston to Great Falls and Portland.

Pass	Pass	Pass	Pass	Pass	Pass	Pass	Mls.	STATIONS. LEAVE ARRIVE
P.M.	P.M.	P.M.	M.	A.M.	A.M.	A.M.		
6 00	5 00	3 00	12 00	10 15	7 30	7 00	0	.....**Boston**.....
6 10				10 25		7 10	2	....Somerville....
6 14				10 29		7 14	4	.Medford Junction.
6 18				10 32		7 17	5	..... Malden .....
6 25				10 38		7 23	7	..... Melrose.....
6 33				10 45		7 31	9	So. Reading Junc.[1]
6 34				10 47		7 32	10	..South Reading..
6 40	5 32	3 30	12 30	10 52		7 37	12	....**Reading**....
6 50	5 42	3 40	12 40	11 04		7 47	18	Wilmington Junc[2]
6 55	5 47	3 45	12 45	11 09		7 53	21	....Ballardvale....
7 00	5 52	3 50	12 50	11 14		7 57	23	.....Andover.....
7 06	6 00	3 57	12 57	11 22	8 25	8 10	26	**So. Lawrence**[3]
7 10	6 05		1 05	11 25	8 25	A. M.	27	**Nor. Lawrence**
7 15	6 05	4 05	1 05	A.M.	8 30		28	..North Andover..
7 24	6 14	4 13	1 15		8 40		32	....Bradford[4]....
7 27	6 18	4 20	1 20		8 45		33	...**Haverhill**...
P.M.	6 30	4 27	1 28		8 53		37	.... Atkinson ....
	6 35	4 30	1 32		8 56		38	.....Plaistow.....
	6 41	4 38	1 38		9 01		41	.....Newton .....
	6 48	4 47	1 47		9 09		45	E. Kingston Depot
	7 06	5 05	2 10		9 30		50	.....**Exeter**.....
	7 14	5 13	2 18		9 38		54	South Newmarket
	7 20	5 23	2 24		9 45		57	...Newmarket[5]..
	7 30	5 33	2 34		9 55		62	.....Durham.....
	7 35	5 38	2 40		10 00		65	.... Madbury ....
	7 40	5 45	2 46		10 10		68	.....**Dover**[6]....
	7 50	5 51	2 52		10 16		71	... Rollinsford ...
	7 56	5 57	2 57		10 22		74	ar. **Gt. Falls**[7]. lv.
	7 55	5 57	P. M.		10 23		72	...Salmon Falls...
	8 00	6 05			10 35		74	So. Berwick Junc.[8]
	P.M.	7 58			12 30		111	...**Portland**[9]...
		P.M.			P. M.			ARRIVE LEAVE

Portland and Great Falls to Boston.

Mls.	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
74	8 40	10 37	11 10	1 15	1 45	4 46	8 00
72		10 27			1 34	4 36	7 50
70		10 24			1 30	4 33	7 46
69		10 22			1 26	4 30	7 43
67		10 15			1 20	4 25	7 36
65		10 08			1 13	4 17	7 29
64		10 05			1 10	4 15	7 27
62	8 10	10 00	10 36	12 43	1 05	4 10	7 22
56	7 56	9 49	10 29	12 33	12 55	4 00	7 11
53	7 49	9 44	10 24	12 28	12 50	3 55	7 06
51	7 43	9 39	10 20	12 24	12 46	3 50	7 01
48	7 35	9 33	10 14	12 18	12 40	3 45	6 55
47	7 30	9 30		12 15		3 40	
46	7 25	9 25	10 10	P. M.	12 30	3 40	6 50
42	7 17	9 17	10 03		12 22	3 32	6 42
41	7 15	9 15	10 00		12 20	3 30	6 40
37	7 07	A.M.	9 53		12 09	P.M.	6 30
36	7 04		9 50		12 05		6 25
33	6 58		9 44		11 59		6 19
29	6 48		9 36		11 50		6 10
24	6 38		9 25		11 43		6 00
20	6 17		9 09		11 25		5 42
17	6 10		9 00		11 16		5 33
12	6 02		8 46		11 08		5 20
9	5 57		8 40		11 02		5 14
6	5 51		8 32		10 55		5 08
3	5 45		8 22		10 47		5 00
	5 40		8 15		10 35		4 50
2	A.M.		8 22		10 42		4 55
0			8 15		10 35		4 50
			6 45		8 40		2 55
			A.M.		A.M.		P.M.

Portland Express Train leaves Boston at 6 00 P.M. on Mondays, Wednesdays, and Fridays, arr. at Portland 9 50 P.M. Leaves Portland on same days at 6 00 P.M., arr. at Boston 10 00 P.M.

Through Fare, $3 00. *Way Fares, about* 3 *cents per mile.* [*Dec.* 7.

1 Connects with South Reading Branch.
1 " Danvers Branch Railway to Newburyport.
2 " Salem & Lowell Railway.
3 " Lowell & Lawrence Railway.
3 " Concord, Manchester & Lawrence Railway.
3 " Lawrence Branch of Eastern Railway.
4 Connects with Newburyport Railway.
5 " Concord & Portsmouth Railway.
6 " Dover & Winnipisseogee Railway.
7 " Great Falls & Conway Railway.
8 " Portland, Saco & Portsmouth Railway.
9 " Railways diverging from Portland.

READING AND SOUTH READING JUNCTION SPECIAL TRAINS.

Trains leave Boston for Charlestown, Somerville, Malden, Wyoming, Melrose, Stoneham, Greenwood, South Reading, and Reading at 7 00, 10 15 & 11 30 A.M., 12 M., and 1 00, 2 30, 3 00, 3 30, 4 30, 5 00, 6 00, 6 30, 7 15 & 9 30 P.M. (Wednesdays and Fridays at 11 15, and Saturdays at 10 30, instead of 9 30 P.M.)

South Reading Junction trains leave Boston at 7 45 A. M., and 3 15, 5 15, 5 35 & 6 15 P. M.

Returning, trains leave Reading at 6 00, 6 55, 7 45, 8 10, 8 40 & 10 00 A.M., and 12 43, 1 10, 1 45, 3 20, 4 10, 5 15, 5 57 & 8 30 P.M. (On Wednesdays at 10 15 instead of 8 30 P. M.)

Leave South Reading Junction at 6 07, 7 25, 7 52, 8 42, 8 47 & 10 08 A.M., and 12 10, 3 28, 5 22 & 6 27 P.M.

North Lawrence.—Additional trains leave North Lawrence for Boston at 6 25 a.m. and 5 30 p.m.

Medford Branch.—Trains leave Boston at 6 45, 8 10 & 9 30 A. M., and 12 45, 2 45, 3 30, 5 25, 6 35 & 9 35 P. M. (On Wednesdays at 11 20, and Saturdays at 10 05 instead of 9 35 P. M.)

Returning, leave Medford at 6 15, 7 30, 8 35 & 10 00 A. M., and 2 00, 4 00, 6 00 & 7 30 P. M. (Wed. at 10 00 instead of 7 30 P. M.) All stations between Medford and Boston are flag-stations. Dist., 5 mls.; fare, 15 cts.

NEWBURYPORT RAILWAY.—WM. MERRITT, Supt., Boston, Mass.

Trains leave Boston for Lynnfield Center, W. Danvers, N. Danvers, Topsfield, Boxford, Georgetown, Byfield and Newburyport at 7 45 A. M., and 3 15 & 5 35 P. M. Returning, leave Newburyport for Boston at 7 30 & 11 00 A. M., and 5 15 P. M. Dist., 40 miles. Through fare, $1 10. Way Fares, about 3 cts. per mile.

Haverhill Br.—Trains are run to and from Haverhill and Georgetown in connection with above road.

MAP OF THE
PORTLAND
& KENNEBEC
RAILWAY
AND CONNECTIONS.
Engraved for Appletons' Railway Guide.
Moose Head Lake
Lincoln
Schoodic Lakes
Blanchard
Howland
Mt. Bigelow
Mt. Abraham
Moscow
Dover
Passadumkeag
Mayfield
Dexter
Greenbush
Saddleback Mt.
Concord
Athens
MILFORD
To Calais
Unfinished
N. Anson
Industry
Norridgewock
SKOWHEGAN
Bloomfield
Old Town
Stillwater
Halfway
Steam Mill
BANGOR
Maria
Farmington
Umbagog L.
Andover
Somerset Ms.
KENDALL'S MS
Burnham
Clinton
Pittsfield
Detroit
Newport
Etna
Carmel
Hermon Pond
Bucksport
Franklin
Canton
WATERVILLE
Winslow
Vassalboro
Ellsworth
Belfast
Seven Mile Br.
AUGUSTA
Hallowell
Gardiner
S. Gardiner
Dresden
Richmond
Harwoods Rd.
Bowdoinham
Topsham
BATH
Wiscasset
Lincoln V.
Rocheport
Rockland
Leeds
Mechanics Falls
Bridgeton
Danville Jun
BRUNSWICK
Oak Hill
Sebago Pond
YARMOUTH
Saco
Winnepiseogee L.
Union Ville
Allen Bay
PORTLAND
Scarborough
Saco
Kennebunk
Wells
Rollingsford
CONCORD
Dover
S. Berwick
Gt. Falls
PORTSMOUTH
MANCHESTER
Exeter
Hampton
NEWBURYPORT
Ipswich
Bradford
ANDOVER
LAWRENCE
Gloucester
SALEM
LYNN
BOSTON
ATLANTIC OCEAN
Androscoggin R.
G.T.R.R.
P.&O.Cen.
Androscoggin R.R.
KENNEBEC R.R.
Kennebec R.
Penobscot Riv.
PORTLAND & P. R.R.
PORT. SACO
N. MARKET R.R.
BOSTON & MAINE R.R.
EASTERN
LOWELL
B.&L.R.R.
B.&W.R.R.
M.C. R.R.
B. Newport
Penobscot R.

PORTLAND & KENNEBEC RAILWAY.

R. D. Rice, President, Augusta, Me. W. Hatch, Superintendent, Augusta, Me. John S. Cushing, Treasurer, and J. W. Clapp, Gen. Ticket Agent, Augusta, Me. [*Dec.* 7.

☞ Boston to Skowhegan.

Pass.	Pass.	Passenger	Fares.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Passenger	Pass.	Pass.
P. M.						LEAVE ARRIVE				P. M.	
3 00		7 30 A. M.	From Boston to		0	.....**Boston**.....	208		8 00 P. M.	1 45	
P. M.	P. M.					(*See below*)				A. M.	A. M.
†8 15	*5 30	1 10 P. M.	3 00	0	0	.....**Portland**.....	100	4 00	2 25 P. M.	8 30	8 30
8 25	5 40	1 20 "		15	3	.....Woodford's.....	97	4 00	2 15 "	8 20	8 20
8 30	5 55	1 25 "	3 00	15	5	..... Westbrook	95	4 00	2 10 "	8 15	8 15
8 45	6 15	1 45 "	3 00	40	12	.....Cumberland.....	88	3 75	1 45 "	8 00	7 50
8 57	6 30	1 55 "	3 00	45	16	.....Yarmouth.....	84	3 65	1 30 "	7 45	7 35
9 15	7 00	2 10 "	3 00	80	22	..... Freeport	78	3 55	1 12 "	7 30	7 15
9 40	7 40	2 40 "	3 25	1 25	30	.... **Brunswick**.....	70	3 35	12 50 "	7 10	§6 45
9 58	P. M.	3 00 "	3 35	1 50	38	.... Bowdoinham	62	3 20	12 15 "	6 40	A. M.
10 15		3 20 "	3 50	1 85	46	.....**Richmond**.....	54	2 70	11 50 A. M.	6 20	
		3 40 "		2 00	51	....South Gardiner....	49	2 35	11 30 "	5 58	
10 45		3 50 "	3 85	2 10	56	.....**Gardiner**.....	44	2 10	11 20 "	5 50	
10 57		4 02 "	3 95	2 20	61	..... Hallowell	39	1 95	11 08 "	5 38	
11 05		4 15 "	4 00	2 25	63	.....**Augusta**.....	37	1 85	11 00 "	‡5 30	
P. M.		4 45 "	4 60	2 85	75	..... Vassalboro'	25	1 25	10 20 "	A. M.	
		5 00 "	4 90	3 15	80	..... Winslow	20	95	10 05 "		
		5 10 "	5 00	3 25	81	.....**Waterville**.....	19	90	10 00 "		
		5 30 "	5 10	3 35	83	....Kendall's Mills....	17	80	9 50 "		
		5 38 "		3 40	87	.... Somerset Mills....	13	65	9 30 "		
		5 50 "	5 30	3 55	92	....Pishon's Ferry....	8	40	9 20 "		
		6 10 P. M.	5 75	4 00	100	Ar. **Skowhegan**. Lv.	0	0	9 00 A. M.		

☞ Skowhegan to Boston.

* Daily, except Saturdays. † Saturdays only. ‡ Mondays only. § Daily, except Mondays.

BOSTON TO PORTLAND.—Condensed Time Table.

Via Eastern Railway.

P. M.	A. M.	Mls.	LEAVE ARRIVE	Mls.	P. M.	P. M.
3 00	7 30	0	.....Boston	108	1 45	8 00
3 35	8 05	16	.....Salem.....	92	12 55	7 15
4 29	9 03	36	...Newburyport..	72	11 50	6 15
5 30	10 00	56	... Portsmouth...	52	11 15	5 30
6 05	10 35	70	So. Berwick Junc.	38	10 35	4 50
7 58	12 30	108	.... Portland	0	8 45	3 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Via Boston & Maine Railway.

P. M.	A. M.	Mls.	LEAVE ARRIVE	Mls.	P. M.	P. M.
3 00	7 30	0	.....Boston.....	111	1 45	8 00
3 57	8 25	26	.South Lawrence.	85	12 40	6 55
5 05	9 30	50	..... Exeter.....	61	11 43	6 00
5 57	10 22	74	... Great Falls ...	37	10 35	4 50
6 05	10 35	74	So. Berwick Junc.	37	10 35	4 50
7 58	12 30	111	.... Portland	0	8 45	3 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

☞ The Passenger Train leaving Portland at 1 10 p. m. connects at Brunswick with train on Androscoggin Railway for Lewiston, Farmington, &c.; and at Kendall's Mills with train on Maine Central Railway for Burnham, Pittsfield, Newport, Etna, Bangor, &c., daily.

The Passenger Train leaving Portland at 8 15 p. m. (Saturdays only) connects at Brunswick with train on Androscoggin Railway as far as Lewiston only.

Passengers purchasing Tickets for Pittsfield, Newport, Bangor, &c., *via* Augusta, will change cars at the *first* station in Portland, making connection at Kendall's Mills with train on Maine Central Road.

Fare as low by this route to Lewiston, Waterville, Kendall's Mills, and Bangor, as by the Maine Central Road; and Tickets purchased in Boston for Maine Central Stations are good for a passage on this Line. Passengers from Bangor, Newport, &c., will purchase Tickets to Kendall's Mills only, and after taking the cars of the Portland & Kennebec Road, the Conductor will furnish Tickets, and make the fare the same through to Portland or Boston as *via* the Maine Central.

☞ At Portland ample time for Dinner and Supper in passing to and from Boston.

Through Tickets are sold at Boston over the Eastern and Boston & Maine Railways, for all stations on this Line; also, the Androscoggin Railway, and Bangor, &c., on the Maine Central Railway. No break of gauge east of Portland by this route, and the only route by which a passenger from Boston or Portland can certainly reach Skowhegan the same day by railway.

Through Freight Trains leave Boston daily at 5 00 p. m., *via* the Eastern and Boston & Maine Railways, arriving the next day at Augusta at 12 15 p. m.: Waterville, 1 50 p. m.; Kendall's Mills, 2 25; and Skowhegan at 3 45 p. m., without change of cars, and being four hours in advance at stations north of Augusta of any other Line.

Stage Connections.—At Bath, stages for Rockland and Thomaston connect with each train: at Augusta, for Belfast daily; at Vassalboro', for North and East Vassalboro', and China daily; at Kendall's Mills, for Unity daily; at Pishon's Ferry, for Canaan daily; at Skowhegan, for Athens, Anson, New Portland, Cambridge, Solon, Madison, and Norridgewock daily; for Kingsbury, Moosehead Lake, and Bingham, Mondays, Wednesdays, and Fridays.

NW. BRUNSWICK & NOVA SCOTIA
RAILWAYS
& INTERNATIONAL STEAMSHIP
LINE
Engraved for Appletons' Railway Guide.
CANADA
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARDS
QUEBEC
MONTREAL
Chaudiere
Richmond
Lake Champlain
Island Pond
White Mountains
Canton
Mechanic Falls
Danville
Yarmouth
PORTLAND
Water V.
Augusta
Bangor
Princeton
Calais
Machias
Eastport
Houlton
Woodstock
Fredericton
St. John
St. Stephen
St. Andrews
Rimouski
R. du Loup
Restigouche R.
Campbellton
Dalhousie
Gaspe
Paspebiac
Bathurst
Caraquet
Shippegan
Newcastle
Miramichi R.
Chatham
Richibucto
Cascumpec
Bedeque
Charlottet.
Pt. du Chene
Shediac
Moncton
Salisbury
Petitcodiac
Aranguance
Penobsquis
Sussex
Norton
Apohaqui
Ossekeag
Hollesey
Amherst
Windsor
Newport
Mt. Uniache
Beaver Bank
Bedford
Richmond
Halifax
Truro
Brookfield
Stewiacke
Shubenacadie
Elmsdale
Grand L.
Digby
Annapolis
Yarmouth
Liverpool
Halifax
Gloucester
Cape Cod
Aristook R.
Presque Isle
St. Lawrence River
Steamboat Route from Quebec to Shediac
International Steamship Line
Bay of Fundy
C. T. R. R.
P. & O. CEN.
A. & R. R.
P. & K.
P. S. & P.
B. & M. R. R.
N. B. & C. R.
N. S. C. R.
& N.A. RAILWAY

INTERNATIONAL STEAMSHIP COMPANY.

T. C. Hersey, Pres.; H. J. Libby, Treas.; J. B. Coyle, Gen'l Agent.—*Office, Portland, Me.*

Winter Arrangement.

During January, February, and March, a Steamer of this Line will leave Portland every Monday at 5 00 p. m. for Eastport and St. John, taking passengers by the 7 30 a. m. trains of Eastern and Boston & Maine Railways from Boston.

Winter rates of fare from Boston to Eastport, $7.50; to St. John, $8.50.

W. H. Kilby, Agent, Boston; A. R. Stubbs, Portland; G. Hayes, Eastport; T. Johnson, Calais; B. Ansley, St. John.

NOVA SCOTIA RAILWAY.

Connecting the Bay of Fundy and Gulf of St. Lawrence with Halifax.

Avard Longley, Chief Commissioner; Thomas Foot, Sec, and Acc't; A. McNab, Chief Engineer; W. H. Tremaine, Div'n Engineer; Geo. Taylor, Traffic Supt.; W. Johnston, Locomotive Supt.; W. Marshall, Road Inspector.—*Head Offices, Halifax.*

Leave Halifax for Pictou at 6 20 & 11 30 a. m.	Leave Pictou for Halifax at 6 00 a. m. & 2 10 p. m.
" " Truro 6 20 & 11 30 a.m., 3 15 p.m.	" Truro " 6 30 & 9 30 a.m., 5 00 p.m.
" " Windsor at 7 00 a. m., 4 00 p. m.	" Windsor " 6 45 a. m., 4 50 p. m.

The Morning Trains from Halifax connect at Truro with the Stages for Londonderry, Amherst, Sackville, Dorchester and Moncton, and thence by Rail for Shediac and St. John, N. B.; and at New Glasgow with T. S. Lindsay & Co.'s Stage Line for Antigonishe, Guysboro', Strait of Canso, St. Peters, Cow Bay, and Sydney; and at Pictou (during the navigable season) with Prince Edward's Island Steam Navigation Co.'s Line of Steamers for Port Hood (C. B.), Charlottetown, Georgetown, Summerside (P. E. I.), and Shediac (N. B.), and with Steamers for Quebec and Montreal, and intermediate Gulf Ports; also with Stage Lines for River John, Wallace, Pugwash, and Amherst.

At Windsor, the steamer *Empress* connects on Wednesdays and Saturdays for St. John (N. B.), and thence by rail to Shediac, or by the International Steamship Co.'s Line of Steamers for Eastport, Portland, and Boston; and the River Steamers for Frederickton, Woodstock, and Upper St. John. The Stages of King Brothers also connect here for Annapolis, Digby, Yarmouth, and all places in the Acadian Valley.

Passenger Fares.—First Class, three cents per mile; Second Class, two cents per mile. Return Tickets, a fare and a half. First-Class Season Tickets issued for three months and six months at a reduced rate. Summer Arrangement commences May 7th.

The city Horse Railway Cars connect with all trains at Richmond.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Originally designed to and will soon connect Bangor, Me., with Halifax, N. S., and now connects St. John, N. B., on the Bay of Fundy, with Shediac and Pt. du Chene, on the Gulf of St. Lawrence. Distance, 108 miles. Time of Passenger, Mail, and Express Trains, 8 hours.

Lewis Carvell, General Manager; J. E. Boyd, Resident Engineer; Alex. McNaughton, Accountant; Henry A. Whitney, Locomotive Foreman; Gavin Rainnie, Trackmaster. *Principal Offices at St. John, N. B.*

Winter Arrangement.

A Train leaves St. John at 9 00 a. m. for Moncton, Painsec Junction, Shediac, and intermediate stations, arriving at Shediac 5 05 p. m. Leave Shediac at 8 45 a. m., arriving at St. John 5 30 p. m.

Trains leave St. John at 9 00 a. m. and 4 15 p. m., arriving at Sussex 12 10 & 7 30 p. m. Leave Sussex at 6 45 a. m. and 2 00 p. m., arriving at St. John 10 10 a. m. and 5 30 p. m.

Eastern Extension.—A train leaves Painsec Junction at 4 40 p. m., arriving at Dorchester 5 55 p. m. Leave Dorchester at 8 00 a. m., arriving at Painsec Junction 9 15 a. m., connecting each way with main line.

The Morning Train to and from St. John connects daily at Moncton with the stages to and from Dorchester, Sackville, Amherst, Parrsboro, Pictou, Londondery, Truro, and Nova Scotia Railway, thence to Halifax, and also with Hillsboro', Hopewell, and the Albert Mines. At Shediac they connect with the stages to and from Richibucto and the Mirimachi, as well as Bay Verte and Cape Tormentine.

Bangor, Oldtown and Milford Trains.—G. K. Jewett, Pres.; J. W. Emery, Supt.; and M. H. Angell, Gen. Ticket Agent, Bangor, Me.

Trains leave Bangor for Veazie, Basin Mills, Orono, Webster's, Greatworks, Oldtown, and Milford, at 8 05 & 11 30 a. m., and 5 10 p. m. Leave Milford for Bangor at 6 25 & 8 30 a. m., and 1 50 p. m.

A train leaves Bangor for Olamon at 8 05 a. m. Leaves Olamon for Bangor at 12 40 p. m.

THIS LINE of travel between **New York and Boston** is usually known as the "OLD FALL RIVER LINE." The route is from **New York to Newport, R. I.,** through Long Island Sound, 160½ miles, and from thence to Boston, *via* FALL RIVER and TAUNTON, 67 miles, by the Company's magnificent steamboats "Newport," Capt. Wm. Brown, and "Old Colony," Capt. N. B. Allen, and the Old Colony & Newport Railway. The steamboats "Metropolis" and "Empire State" are held in reserve.

The advantages of the route are, that passengers have an entire night's rest on steamboats unrivalled in strength, safety, and comfort, and on arrival at Newport are only two hours and fifteen minutes by railway from Boston, where they arrive in season for an early breakfast.

Passengers from New York to Boston take the steamboat at Pier No. 28, North River, foot of Murray Street, New York; leaving New York every afternoon at **5 o'clock** P. M., in summer, and at **4 o'clock** in winter. (See page 192.)

Passengers from Boston for New York leave the Depot of the Old Colony & Newport Railway, corner of South and Kneeland Streets, Boston, every day at **4 30** and **5 30** P. M. (See page 193.)

☞ *This is the only direct line between* NEW YORK and NEWPORT, and the most direct route between *New York and Fall River, Taunton, New Bedford, Martha's Vineyard, the Bridgewaters, Middleboro', Randolph, Braintree, Plymouth, Hingham, and all towns on the South Shore, Old Colony, and Cape Cod Railways, and for Nantucket.*

NEWPORT, on the island of Rhode Island, in Narragansett Bay, is the most delightful as well as the most fashionable place of summer resort on the entire seaboard. Passengers can leave New York every evening for Newport, and Newport every evening for New York, except Sundays.

New Bedford and *Taunton* passengers take steamboat from New York to Newport, and thence by railway to Weir Junction, in Taunton, on the route to Boston, there connecting with the Taunton & New Bedford Railway.

Wareham, Sandwich, and *Nantucket* passengers take steamboat from New York to Newport, and thence to Middleboro', on the railway from Newport to Boston, where the trains connect with trains of the Cape Cod Railway for these and other places on that road.

Plymouth passengers take steamboat to Newport, and thence cars to South Braintree, on the railway from Newport to Boston, where they connect with train for Plymouth and other localities on that road.

☞ For further information, apply to E. LITTLEFIELD, *Agent,* 72 Broadway, New York, or to WM. H. BULLOCK, Superintendent Old Colony & Newport Railway, Boston.

NEW YORK TO BOSTON, via NEWPORT and FALL RIVER.

The Steamer *Old Colony*, Capt. N. B. Allen, leaves New York (starting from Pier No. 28, North River, foot of Murray Street) every Monday, Wednesday, and Friday, at 4 o'clock P. M.

The *Newport*, Capt. Wm. Brown, leaves New York (starting from Pier No. 28, North River) every Tuesday, Thursday, and Saturday, at 4 o'clock P. M.

Trains from Boston for New York leave the Old Colony & Newport Railway Depot, corner of South and Kneeland street, every afternoon at 4 30 and 5 30 P. M., for Newport, where they connect with the steamboats of the Line for New York. (*See preceding page.*) E. LITTLEFIELD, Agent, 72 Broadway, New York.

OLD COLONY AND NEWPORT RAILWAY.

O. STEARNS, President, Boston, Mass. W. H. BULLOCK, Supt., Boston, Mass. [*Nov.* 2.

Boston to Newport & New York.								STATIONS.		New York to Newport & Boston.						
P. M.	P. M.	P. M.	P. M.	M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
5 30	4 30	4 00	3 30	12 00	8 30	7 50	0	.....**Boston**.....		6 25	9 00	9 20	10 15	10 34	5 40	6 00
			3 44	12 12	8 42	8 04	4	.Harrison Square.			8 44	9 07				
			3 47	12 17	8 47	8 08	5	.... Neponset.....			8 40	9 03				
			3 53	12 25	8 55	8 17	8	.....Quincy.....			8 32	8 55	9 55		5 16	5 39
			4 00	12 31	9 01	8 25	10	.... Braintree....			8 26	8 50			5 11	
Steamer from Newport to New York.			4 05			8 30	12	.**So. Braintree**.	Every morning except Monday, at or after 4 A. M.			8 47				5 30
			4 14			8 39	15	..East Randolph..				8 39				5 23
			4 19			8 44	17	..East Stoughton..				8 33				5 18
		4 43	4 27			8 52	20	North Bridgewater				8 24		9 47		5 10
			4 32			8 56	22	.....Campello.....				8 17				5 04
			4 38			9 04	24	.....Keith's.....				8 10				4 59
			4 42			9 08	25	.E. & W. B'water.				8 05				4 53
		4 58	4 48			9 14	27	...Bridgewater...				7 58		9 32		4 48
			4 58			9 23	31	..... Titicut				7 47				4 36
		5 15	5 10			9 32	35	...**Middleboro**..				7 40		9 15		4 28
		5 19				9 36	37	.....Lakeville.....						9 08		4 21
		5 33				9 47	42	..... Myrick's						8 57		4 10
		5 41				9 55	45	.....Assonet.....						8 49		4 05
	4 54			12 36	9 06		12	.**So. Braintree**.			8 22				5 08	
	5 02			12 43	9 13		15	.... Randolph			8 15		9 43		5 02	
	5 11			12 52	9 22		19	.... Stoughton....			8 07		9 36		4 52	
	5 18			1 00	9 30		22	...North Easton...			8 00		9 30		4 45	
	5 23			1 05	9 35		24	..... Easton			7 54				4 39	
	5 35			1 18	9 47		30	.... Raynham			7 41				4 27	
6 30	5 43			1 25	9 55		33	.....**Taunton**....		5 15	7 35		9 05		4 20	
6 34	5 47			1 28	9 58		34	.....Weir.....			7 28		8 58		4 14	
	5 54			1 30	10 06		38	..North Dighton..			7 20		8 52		4 07	
	6 01			1 38	10 14		41	..... Dighton.....			7 12		8 45		4 00	
	6 09			1 52	10 22		44	.....Somerset.....			7 04		8 38		3 52	
7 08	6 25	6 05		2 08	10 35	10 20	49	.. **Fall River** ..		4 35	6 50		8 25	8 30	3 40	3 45
	6 34				10 45	A. M.	53	.....Tiverton.....					8 15		3 30	
	6 39				10 50		55	...Bristol Ferry...					8 08		3 23	
7 50	7 10				11 15		67	....**Newport**....		4 00			7 45		3 00	
P. M.								(*Steamer*)		A. M.						
6 00							229	...**New York**...		4 00						
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE LEAVE		P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

RAILWAY CONNECTIONS are the numerous railways diverging from Boston; at Braintree, with South Shore Railway; at South Braintree, with Plymouth trains (below); at South Abington, with Abington & Bridgewater Branch (below); at Middleboro', with Cape Cod, and Middleboro' & Taunton Railways; at Myrick's, with New Bedford & Taunton Railway; at Newport, with steamboats to New York.

PLYMOUTH AND SOUTH BRAINTREE TRAINS.

Trains leave Boston for Plymouth at 9 00 a. m., and 2 30 & 5 00 p. m. Leave Plymouth for South Braintree and Boston at 6 40 & 9 30 a. m., and 3 40 p. m. Distance, 37½ miles. Fare, $1 25.

Trains leave Boston for S. Braintree at 7 50, 8 30, 9 00 & 11 30 a. m., 12 00 m., and 2 00, 2 30, 3 30, 4 10, 4 30, 5 40, 6, 6 30 & 9 30 p. m. Leave South Braintree for Boston at 6 05, 6 55, 7 26, 7 47, 8 22, 8 47, 9 20 & 10 42 a. m., and 1 25, 3 00, 4 53, 5 08, 5 30 & 6 20 p. m. Distance, 11½ miles. Fare, 45 cents.

Dorchester & Milton Br. Trains.—Trains leave Boston for Mattapan at 9½ A. M., and 1, 3, 4 10 & 6¼ P. M. Leave Mattapan for Boston 6 15, 7 05, 8 05 & 10 20 A.M., and 2 & 5 20 P.M. Dist., 8 mls.; fare, 25 cents.

Abington & Bridgewater Br.—Trains leave South Abington at 7 25 & 10 15 A. M., and 4 20 & 6 07 P. M. Leave Bridgewater for S. Abington at 6 50 & 9 40 A. M., and 3 00 & 5 05 P. M. Dist., 7 miles. Fare, 30 cts.

THE HARTFORD, PROVIDENCE & FISHKILL RAILWAY extends from Providence, the semi-capital of Rhode Island, to Waterbury, in Connecticut, a distance of 122 miles, being 90 miles to Hartford, at which place the road crosses the Connecticut River, and 32 miles thence to Waterbury. The Railway Connections are numerous and important: the New Haven, Hartford & Springfield, Canal, Naugatuck, and Stonington Railways, communicating with New York and Boston; and the New London, Willimantic & Palmer, Norwich & Worcester, and Rockville Railways, communicating with New London, Worcester and Rockville, while the thriving manufacturing cities and towns along the whole route are deserving of especial notice.

PROVIDENCE, Providence County, R. I., is situated on an arm of Narragansett Bay, at the head of navigation, and is the eastern terminus of the above railway. It possesses great commercial advantages, having a safe and commodious harbor, which admits vessels of 900 tons' burden. Its own manufactures, too, are very extensive, among the principal of which is jewelry. An immense capital is invested in this branch of business only. Providence has quite a number of handsome edifices, and is well known for its universities and literary institutions. Numerous railways diverge from this city, and three passenger trains leave for Boston daily, Sundays excepted. The rapidly increasing population

PLAINFIELD, Windham Co., Conn., 35 miles from Providence, possesses some manufactories of cotton, muslin, &c. Population, 4,000.

WILLIMANTIC is situated in the same county, on the Willimantic River, which here has a fall of upward of 100 feet, affording extensive hydraulic power for manufacturing purposes, chiefly in cotton mills. Population, 5,000.

ROCKVILLE, Tolland County, situated on a branch of the Hockanum River, affording a fine water-power, chiefly used for woolen manufactures. Population, 5,000.

HARTFORD, Hartford Co., is particularly distinguished for its literary and scholastic institutions. It is the seat of Trinity College, founded in 1823, under the direction of the Protestant Episcopal Church; also, the American Asylum for the Deaf and Dumb, the first institution of this kind established in the United States. Book-publishing is carried on to a great extent, and a large capital is invested in the hardware business. Population, about 45,000.

WATERBURY, New Haven Co., is beautifully situated in the Naugatuck Valley, on a gentle slope from the stream. It is the western terminus of this road, and is a place of much importance, as it has long been noted for its varied and useful manufactures in copper, brass, India rubber, &c. Population, 15,000.

HARTFORD, PROVIDENCE & FISHKILL RAILWAY.

Worked by Trustees.—J. M. Belden, Secretary and Paymaster; Samuel Nott, Superintendent; J. T. McManus, Asst. Supt.; and Lucius Tuttle, General Ticket Agent, Hartford, Ct.

Standard of Time—Clock at Hartford Depot. [*Dec.* 21.

Providence to Hartford & Waterbury.								STATIONS.	Waterbury & Hartford to Providence.							
Acc	Acc.	Acc	Acc.	Acc.	Acc.	Frs.	M.		Mls.	Frs.	Acc.	Acc	Acc.	Acc.	Acc.	Acc.
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			LEAVE ARRIVE			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
6 40	4 15	2 35	11 40	7 00	10 05		0	.. **Providence** [1]...	90	4 15	6 30	8 45	10 15	1 55	6 10	3 45
6 50	4 27	2 45	11 55	7 09	10 22	20	4	..... Cranston	86	4 10	6 17	8 35	10 05	1 40	6 00	3 30
						35	7	...Searle's Corner...	83	4 05						
7 02	4 42	2 57	12 15	7 21	10 35	45	9	..... Natick	81	4 00	6 05	8 23	9 53	1 25	5 48	3 15
7 10	4 52	3 05	12 30	7 29	10 43	55	11	....River Point....	79	3 95	5 58	8 15	9 47	1 15	5 42	3 05
7 15	5 02	3 13	12 40	7 34	10 50	60	13	.....Quidnick.....	77	3 80	5 50	8 05	9 40	1 02	5 35	2 57
						60	14	..... Anthony	76	3 80						
7 22	5 12	3 20	12 45	7 40	10 57	65	15	....Washington	75	3 75	5 45	7 58	9 33	12 55	5 30	2 50
P. M.	5 22	3 27	P. M.	7 47	11 05	75	17	.....Nipmuc.....	73	3 70	A. M.	7 47	9 25	P. M.	5 22	2 40
	5 35	3 40		7 56	11 18	95	22	.....Summit.....	68	3 60		7 35	9 14		5 09	2 25
	5 47	3 52		8 06	11 30	1 05	24	..... Greene.....	66	3 50		7 28	9 08		5 02	2 17
	5 55	4 00		8 13	11 39	1 15	27	.....Oneco.....	63	3 40		7 16	8 58		4 50	2 02
	6 01	4 05		8 17	11 46	1 20	29	..... Sterling.....	61	3 25		7 10	8 53		4 45	1 55
	6 12	4 15		8 26	11 58	1 25	33	.....Moosup.....	57	3 15		7 00	8 43		4 35	1 45
	6 20	4 25		8 33	12 08	1 40	36	....**Plainfield** [2] ...	54	3 10		6 50	8 33		4 25	1 35
	P. M.	4 36		8 45	P. M.	1 50	40	.... Canterbury	50	3 00		A. M.	8 22		4 12	P. M.
						1 60	43	. ..Jewett City....	47	2 90						
		4 49		8 58		1 70	46	.....Lovett's.....	44	2 80			8 11		4 00	
		4 56		9 05		1 80	48	.....Baltic.....	42	2 70			8 05		3 52	
		5 04		9 12		1 90	51	.....Waldo's.....	39	2 60			7 58		3 41	
		5 13	P. M.	9 22	A. M.	2 00	55	..South Windham..	35	2 45	A. M.		7 49		3 30	P. M.
		5 25	3 25	9 40	6 15	2 15	59	...**Willimantic** [3]..	31	2 40	11 35		7 41		3 20	7 23
		5 37	3 39	9 52	6 26	2 30	64	.....Hop River.....	26	2 30	11 20		7 29		3 05	7 10
		5 47	3 50	10 02	6 34	2 40	68	.....Andover.....	22	2 20	11 08		7 21		2 55	7 00
	P. M.	6 03	4 08	10 15	6 50	2 65	74	.....Bolton.....	16	2 10	10 50		7 08	P. M.	2 41	6 42
	2 30	6 20	4 25	10 32	6 58	2 80	78	.....Vernon [4]	12	2 00	10 32		6 58	8 05	2 28	6 20
	2 45	6 30	4 37	10 42	7 15	2 90	81	.... Manchester	9	1 80	10 20		6 42	7 53	2 13	6 08
						3 00	83	.... Buckland's	7	1 65						
						3 05	86	.....Burnside.....	4	1 50						
	3 05	6 45	4 55	11 00	7 35	3 15	88	... East Hartford ...	2	1 40	10 00		6 25	7 35	1 55	5 50
.M.	3 20	7 00	5 10	11 15	7 50	3 30	90	ar } **Hartford** [5] { lv	0	1 25	9 45	A. M.	6 10	7 20	1 40	5 35
15	4 00	7 00	1 15	11 30	8 25		0	lv }	33		9 40	8 05	A. M.	3 10	1 40	5 25
28	4 13	7 13	1 29	11 43	8 38	3 40	5	....Newington.....	28	1 20	9 29	7 53		2 55	1 29	5 12
								.....Pratts.....								
40	4 25	7 25	1 42	11 55	8 50	3 50	9	....New Britain....	23	1 05	9 17	7 42		2 40	1 17	5 00
52	4 43	P. M.	P. M.	12 07	9 05	3 65	14	....**Plainville** [6]....	19	85	9 05	7 30		P. M.	1 05	4 43
58	4 48			12 13	9 12	3 70	16	.... Forestville	17	75	8 57	7 22			12 55	4 35
05	5 02			12 20	9 25	3 80	18	.....Bristol.....	14	65	8 50	7 15			12 48	4 25
.M.	5 16			12 35	9 40	3 85	22	.....Terryville.....	10	50	8 37	A. M.			12 35	4 12
						3 95	25	.....Tolles'.....	7	40						
						4 00	27	..... Hancock	6	35						
	5 32			12 50	9 55	4 05	28	.....Wheaton's.....	4	30	8 23				12 20	3 56
						4 10	30	.... Waterville	2	20						
	5 48			1 05	10 10			..N. R. R. Junction.			8 10				12 07	3 42
	5 50			1 07	10 12	4 15	33	...**Waterbury** [7]...	0		8 05				12 05	3 40
	P. M.			P. M.	A. M.			ARRIVE LEAVE			A. M.				P. M.	P. M.

NEW YORK TO PROVIDENCE.—Leave New York (via N. Y. & New Haven Railway) at 8 00 A. M., connecting at Hartford with Train on Hartford, Providence & Fishkill Railway for Providence.

[1] Connects with Providence & Worcester; Boston & Providence; and Prov., Warren & Bristol Railways. Also, Steamboats to Newport, Fall River, &c.

[2] Crossing of Norwich & Worcester Railway.

[3] Crossing of N. Lond., Willim. & Palmer Railway.

[4] Connects with Rockville Railway.

[5] Junction of New Haven, Hartford & Springfield Railway. Steamboats to New York, &c.

[6] Crossing of New Haven & Northampton Railway.

[7] Crossing of Naugatuck Railway.

ROCKVILLE RAILWAY.—(Rockville to Vernon, Conn., 5 miles; fare, 25 cents.) Trains leave Rockville for Providence at 6 40 a. m. and 1 55 p. m.; for Willimantic, at 10 15 a. m.; for Hartford, at 6 40, 10 15 & 11 45 a. m., and 1 55 & 5 20 p. m. Hartford for Rockville, at 6 10 a. m., and 1 40 & 6 20 p. m. Connects at Vernon with Hartford, Prov. & Fishkill Railway. A. H. Putnam, Supt., Rockville, Ct.

BOSTON & PROVIDENCE RAILWAY.

JOHN H. CLIFFORD, Pres., Boston, Mass. A. A. FOLSOM, Supt., Boston, Mass. [*Dec.* 8.

☞ Boston to Providence.

Exp.	Exp	Exp.	Pas.	Exp.	Pass.	Pass.	Mls.	STATIONS.	M	Exp	Exp.	Pas.	Pass.	Pas.	Exp
P.M.	P. M.	P. M.	P.M.	A. M.	A. M.	A. M.		LEAVE ARRIVE		A.M.	Or on arr. of Steamboat train, ex. Mon., Stonington Line.	A.M.	P. M.	P. M.	P.M.
9 00	6 00	5 30	4 00	11 10	10 30	8 00	0	.....**Boston**	43	5 40		9 35	12 40	6 10	9 10
			4 25		10 56	8 27	8	.... Readville	35			9 10	12 13	5 45	
9 25			4 37		11 08	8 40	14	....., Canton	29			8 58	12 00	5 3[illegible]	
			4 48		11 20	8 51	17	..... Sharon	26			8 49	11 50	5 22	
			4 57		11 29	9 01	21	.... Foxboro'	22			8 39	11 39	5 12	
9 48	6 51	6 15	5 06	11 58	11 40	9 12	24	....**Mansfield** ...	19	4 37		8 32	11 30	5 05	8 22
			5 13		11 45	9 17	26	..West Mansfield..	17			8 22	11 18	4 55	
	7 04		5 23		11 56	9 28	31	....Attleboro'....	12			8 11	11 08	4 45	
	7 20		5 45		12 10	9 50	39	... Pawtucket ...	4			7 50	10 50	4 25	
10 25	7 30	6 50	5 55	12 35	12 25	10 00	43	...**Providence**..	0	4 00	4 20	7 40	10 40	4 15	7 40
P. M.	P. M.	P. M.	P.M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A.M.	A. M.	A.M.	A. M.	P. M.	P.M.

☞ Providence to Boston.

Sunday Mail Train leaves Boston at 6 30 P. M. Leaves Providence at 12 15 Monday A. M.

Stoughton Branch.—Trains leave Boston for Stoughton at 8 00 A. M., 12 00 M. and 4 & 5 32 P. M. Returning, leaves Stoughton at 7 45, 8 30 & 11 30 A. M. and 3 10 P. M. Distance, 18 miles. Fare, 55 cents.

Dedham Branch.—Trains leave Boston for Dedham at 7 05 & 9 00 A. M., and 12 30, 2 40, 3 15, 4 45, 6 05, 6 30, 7 30 & 10 00 P. M. Returning, trains leave Dedham at 5 55, 6 10, 7 00, 8 00 & 10 00 A. M., and 2 15, 4 10, 4 55, 6 43 & 10 00 P. M. Distance, 9½ miles. Fare, 25 cents.

Mill Village Branch.—Trains leave Mill Village for Dedham at 6 50, 7 50 & 9 50 A. M., and 2 05 4 00 & 6 30 P. M. Returning, leave Dedham at 7 35 & 9 30 A.M., and 1 05, 3 50, 5 20 & 8 05 P.M. Fare, 5 cts.

STONINGTON & PROVIDENCE RAILWAY.

SAMUEL D. BABCOCK, Pres., Stonington, Ct. A. S. MATHEWS, Supt., Stonington, Ct. [*Dec.* 8.

☞ Providence to New London.

Exp.	Exp	Pass.	Exp.	Pass.	Pas.	M	STATIONS.	M	Frs.	Exp	Exp.	Pass.	Pass.	Exp.
P. M.	P. M.	P. M.	P. M.	A. M.			LEAVE ARRIVE			A.M.	A.M.	A. M.	P. M.	P. M.
10 30	7 37	4 00	12 35	7 25		0	..**Providence**...	62	1 95	3 55	4 15	9 35	4 04	7 39
		4 10		7 35		5	.... Junction	57				9 25	3 49	
		4 17		7 44		8	...Hill's Grove...	54	1 65			9 18	3 42	
10 58	8 06	4 30	12 57	7 57		14	.... Greenwich....	48	1 55	3 20		9 03	3 27	7 14
		4 44		8 10		20	.... Wickford	42	1 35			8 47	3 15	
11 24	8 35	5 03	1 24	8 30		27	.... Kingston	35	1 15	2 49		8 30	3 00	6 51
		5 17		8 45		33	.....Carolina.....	29	95			8 09	2 40	
		5 22		8 52		36	Richmond Switch	26	85			8 03	2 35	
		5 30		9 01		40	...Charlestown...	22	75			7 54	2 26	
11 58	9 06	5 41	1 54	9 13	A.M.	44	.....Westerly.....	18	60	2 07		7 42	2 16	6 15
12 09	9 20	6 06	2 05	9 27	5 54	50	...**Stonington**...	12	45	1 53	2 30	7 13	2 05	6 03
	P. M.	6 18	2 14	9 36	6 06	54	..... Mystic	8	30	1 45		7 03	1 51	5 49
		6 21		9 40	6 09	55	...West Mystic...	7	30			6 58	1 48	
		6 36		9 49	6 25	59	..Poquonnock S..	3	25			6 45	1 37	
12 35		6 46	2 30	9 57	6 32	62	.....Groton.....	0		1 25		6 35	1 30	5 30
12 55		6 56	2 45	10 10	6 45		..**New London**..			1 10		6 20	1 15	*5 15
A. M.		P. M.	P. M.	A. M.	A.M.		ARRIVE LEAVE			A.M.	A.M.	A. M.	P. M.	P. M.

☞ New London to Providence.

* On arrival of Express Tr'n that leaves New York at 12 15 P. M., and New Haven at 3 15 P. M.

Sunday Night Mail Train leaves Providence at 8 00 P. M. Leaves New London at 10 00 P. M.

NEW BEDFORD & TAUNTON, AND TAUNTON BRANCH RAILWAYS.

WARREN LADD, Supt. N. B. & T. R. R., New Bedford. A. E. SWASEY, Supt. T. B. R. R., Taunton, Mass.

Trains leave New Bedford for Boston, Providence, and Taunton at 7 15 & 10 10 a. m., and 3 40 & 4 45 p. m.; for Fall River and Newport at 7 15 a. m. and 4 45 p. m.

Leave Taunton for Boston at 4 40 (Mondays excepted), 7 15, 8 00 & 11 00 a.m., and 4 30 & 7 20 p.m.; for Providence at 8 00 & 11 00 a. m., and 4 30, 5 40 & 7 20 p. m.; for New Bedford at 8 53 a. m., and 12 20 & 5 40 p. m. (Wednesdays and Sat. at 9 40 p. m.)

Leave Boston for Taunton at 7 30 & 11 10 a. m. and 4 30, 6 00 & 8 30 p. m.; for New Bedford at 7 30 & 11 10 a. m., and 4 30 p. m. (Wed. & Sat. 8 30 p. m.)

Leave Providence for Taunton and New Bedford at 7 00 & 10 40 a. m., and 4 15 & 7 30 p. m.

Connects at Mansfield with Boston & Providence Railway; at Taunton, with Middleboro' & Taunton Railway; at Myrick's, with Old Colony & Newport Railway.

NORWICH & WORCESTER RAILWAY.

A. F. Smith, President, and P. St. M. Andrews, Superintendent, Norwich, Ct. [*Dec.* 7.

CONNECTIONS.

[1] Connects with New London Northern Railway.
[2] Connects with Hartford, Prov. & Fishkill R'way.
[3] Connects with R'ways diverging from Worcester.

Fares.—Through Fare, $2 05. Way Fares, about 3 cents per mile.

☞ A Steamer leaves New York daily, Sundays excepted, from Pier No. 39 North River, for New London, which connects at that point with the Railway to Worcester and Boston; also to Lowell, Lawrence, and Nashua.

☞ Norwich to Worcester.

Pas.	Pass.	Pas.	S'bt	Mls.	STATIONS.	Mls.	Pas.	Pass.	Pas.	S'bt
P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.
			1 15	0	.. *New London* ..	73				10 00
3 45	11 30	6 00	1 50	13	.. **Norwich** [1] ...	60	9 16	1 30	7 30	9 20
4 12	11 58	6 26		23	...Jewett City...	50	8 48	1 02	7 00	
4 32	12 15	6 42		29	.Plainfield Junc.[2]	44	8 30	12 45	6 40	
4 43	12 25	6 54		33	..Central Village..	40	8 18	12 35	6 31	
5 02	12 47	7 12		39	..Danielsonville..	34	8 00	12 14	6 13	8 26
5 12	12 57	7 21		42	....Daysville	31	7 51	12 02	6 04	
5 27	1 09	7 36		47	.....Putnam.....	26	7 36	11 47	5 49	
5 41	1 18	7 43		49	....Thompson ...	24	7 24	11 39	5 41	
5 50	1 30	7 54		53	N. Grosvenor Dale	20	7 15	11 30	5 32	
6 02	1 42	8 08		57	.....Webster.....	16	7 02	11 17	5 20	7 45
6 06	1 45	8 12		58	..North Webster..	15	6 58	11 13	5 16	
6 18	1 57	8 26		62	..... Oxford	11	6 47	11 03	5 04	
6 25	2 03	8 36		64	...North Oxford ..	9	6 40	10 57	4 58	
6 37	2 15	8 48		68	.....Auburn.....	5	6 30	10 46	4 46	
	2 25	9 00		72	..Worc. Junction.	1				
6 50	2 30	9 05		73	.. **Worcester** [3]..	0	6 15	10 30	4 30	7 10
P. M.	P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.

Daily except Monday, on arrival of steamboat leaving N. Y. at 4 P. M.

☞ Worcester to Norwich.

PORTLAND, SACO & PORTSMOUTH RAILWAY.

I. Goodwin, Pres., Portsmouth, N. H. E. Nott, Treas.; and F. Chase, Supt., Portland, Me. [*May* 1[1].

☞ Portland to Boston.

Exp.	Pass.	Pass.	Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.	Pass.	Pass.	Exp.
P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M	P. M.	P. M.	P. M.
*6 00	5 20	2 55	8 40	6 45	0	. ..**Portland** [1]...	108	8 15	11 46	12 30	7 58	*9 50
	5 25	3 08	8 52	6 50	2	..Cape Elizabeth..	106	8 05			7 53	
	5 35	3 18	9 03	6 58	6	...Scarborough ..	102	7 55	11 30		7 43	
	5 44	3 25	9 10	7 04	9	West Scarborough	99	7 47	11 20		7 35	
6 27	5 56	3 37	9 22	7 14	13	.....**Saco**.....	95	7 35	11 10		7 25	9 26
6 33	6 04	3 45	9 30	7 21	15	.... Biddeford....	93	7 30	11 02		7 15	9 20
6 50		4 08	9 53	7 40	23	...Kennebunk ...	85		10 45		6 55	9 02
		4 20	10 05	7 51	28	.....Wells.....	80		10 32		6 40	
		4 35	10 20	8 04	34	..North Berwick..	74		10 20		6 26	
7 20		4 48	10 35	8 15	38	So. Berwick Jun.[2]	70		10 08	10 42	6 12	8 27
		4 58	10 43	8 28	41	Jun. Gt. Falls Br.[3]	67		10 00		5 58	
		5 09	10 55	8 40	45	.....Elliott.....	63		9 45		5 47	
		5 20	11 05	8 50	50	.....Kittery.....	58		9 27		5 35	
7 48		5 25	11 10	8 55	52	..**Portsmouth** [4].	56		9 20	10 00	5 30	8 00
10*00		8 00	1 45	11 30	108	.....*Boston*.....	0			7 30	3 00	*6 00
P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.

☞ Boston to Portland.

Through Fare, $3 00. Way Fares, about 3 cents per mile.

[1] Connects with Portland & Kennebec; Maine Central; Grand Trunk; and Portl'd & Rochester R'ways.
[2] Junction of Boston & Maine Railway.
[3] Junction of Great Falls & Conway Railway.
[4] Junction of Eastern Railway.
[4] Connects with Concord & Portsmouth Railway.

* Via Boston & Maine Railway on Mondays, Wednesdays and Fridays; and on Tuesdays, Thurs. and Saturdays via Eastern Railway.

PORTSMOUTH, GREAT FALLS & CONWAY RAILWAY.

A. A. Perkins, Supt., Great Falls, N. H.

Trains leave Portsmouth for P., S. & P. Junction, South Berwick, Salmon Falls, Great Falls, Rochester, Hayes' Crossing, South Milton, Milton, Plummer's Crossing and Union Village at 10 00 A. M. and 5 30 P. M. Returning, leave Union Village at 7 00 A. M. and 3 20 P. M.

Distance, 37 miles. [*April* 15.

PORTLAND & ROCHESTER RAILWAY.

(*Late York & Cumberland Railway.*)

Geo. W. Woodbury, Supt., Portland, Me.

Trains leave Portland for Woodford's, Morrill's, Saccarappa, Gorham, Buxton Center, and Saco River at 7 15 A. M., and 2 00 & 5 30 P. M. Leave Saco River at 5 30 & 9 00 A. M., and 3 40 P. M.

Connect at Gorham with Stages for West Gorham, Standish, Steep Falls, Baldwin, Denmark, &c.

Distance, 18 miles. Fare, 60 cents. [*March* 25.

PROVIDENCE & WORCESTER RAILWAY.

E. P. Mason, President, and Wm. D. Hilton, Superintendent, Providence, R. I. [*Dec.* 7.

Pas.	Pas.	Pass.	Pass.	Mls.	STATIONS.	M	Pass.	Pass.	Pas.	Pas.
P.M.	P.M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P.M.	P. M.
7 00	4 05	11 45	7 20	0	...**Providence**...	43	9 20	1 45	6 20	9 10
7 12	4 17	11 58	7 32	4	....Pawtucket.....	39	9 08	1 33	6 08	8 58
7 15	4 20	12 00	7 35		..Boston Switch..		9 05	1 30	6 05	8 53
7 18	4 23	12 03	7 38	6	...**Valley Falls**...	37	9 02	1 27	6 02	8 50
7 23	4 28	12 08	7 42	7	.....Lonsdale.....	36	8 58	1 23	5 58	8 46
7 31	4 37	12 15	7 49	9	.....Ashton.....	33	8 51	1 14	5 50	8 38
7 36	4 42	12 20	7 53	11	.....Albion.....	32	8 47	1 10	5 45	8 34
7 41	4 47	12 26	7 58	12	.....Manville.....	30	8 41	1 04	5 39	8 29
7 53	5 00	12 38	8 10	16	..**Woonsocket**..	27	8 30	12 53	5 28	8 18
8 05	5 13	12 45	8 20	18	.....Waterford.....	25	8 20	12 45	5 13	8 10
P.M.				18	...**Blackstone**...	25				P. M.
A.M.	5 22	12 54	8 29	20	.....Millville.....	23	8 10	12 35	5 04	P. M.
5 40	5 33	1 06	8 40	25	.....Uxbridge.....	18	7 59	12 23	4 53	7 25
5 45	5 38	1 12	8 45	26	.....Whitins.....	17	7 54	12 17	4 47	7 20
5 55	5 48	1 23	8 56	31	....Northbridge....	12	7 44	12 06	4 36	7 10
6 00	5 53	1 28	9 01	33	.....Farnum's.....	10	7 38	12 00	4 30	7 05
6 05	5 58	1 33	9 06	34	.....Grafton.....	9	7 33	11 55	4 25	7 00
6 07	6 00	1 36	9 09	35	.....Sutton.....	8	7 30	11 52	4 22	6 57
6 12	6 05	1 42	9 15	37	.....Millbury.....	6	7 25	11 47	4 17	6 52
6 30	6 20	2 00	9 35	43	...**Worcester**....	0	7 10	11 30	4 00	6 35
A.M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P.M.	P.M.

Additional Trains to Valley Falls leave Providence as follows:—6 45, 8 30, 9 30 & 10 30 A.M., 12 M., and 1 30, 2 30, 3 30, 4 30, 5 30, 6 30, 8 00, 9 30 & 10 30 P. M.

SOUTH SHORE RAILWAY.

T. H. Perkins, Pres., Boston.
Geo. Beal, Jr., Supt., Cohasset.

Leave Boston for Braintree, Weymouth, Hingham, Nantasket, and Cohasset, at 9 00 a. m., and 2 30, 4 30 & 6 00 p.m.

Leave Cohasset for Boston at 6 50 & 8 45 a. m., and 4 00 & 5 45 p. m.

Distance, 22 miles. Fare, 60 cents. Time, one hour.

Connects at Cohasset with stages for Scituate and Scituate Harbor. [*Sept.* 28.

CONCORD (New Hampshire) RAILWAY. [*Nov.* 30.

Josiah Minot, Pres.; Jas. R. Kendrick, Supt.; and Geo. G. Sanborn, Gen. Ticket Agent, Concord, N. H.

Boston to Concord.						STATIONS.	Concord to Boston.				
P. M.	P. M.	M.	A.M.	A. M.	Mls.	LEAVE ARRIVE	A.M.	A. M.	P. M.	P. M.	P. M.
5 00	2 30	12 00	8 00	7 00	0	.....*Boston*.....	8 30	10 35	1 15	6 35	10 30
6 00	3 30	1 00	8 45	8 00	25	..... *Lowell*.....	7 30	9 30	12 15	5 30	9 30
6 35	4 10	1 35	9 20	8 45	38	.... **Nashua** [1]....	6 55	9 00	11 45	5 00	9 15
6 48	4 20	1 47		9 00	44	.Thornton's Ferry.	6 43	8 45	11 30	4 46	
6 55	4 28	1 55		9 08	47	...Reed's Ferry...	6 34	8 36	11 20	4 36	
7 03	4 38	2 04		9 18	51	...Goff's Falls...	6 25	8 25	11 08	4 26	
7 23	4 50	2 20	9 55	9 32	55	..**Manchester**[2]..	6 15	8 15	10 58	4 16	8 40
7 35	5 00	2 30		9 43	60	..Martin's Ferry..	6 02	8 01	10 45	4 01	
7 46	5 10	2 41		9 53	64	.....Hooksett.....	5 52	7 51	10 35	3 51	
7 56		2 49		10 00	68	.....Suncook		7 45		3 45	
8 15	5 32	3 05	10 30	10 18	75	....**Concord** [3]...	5 30	7 30	10 15	3 30	8 00
P. M.	P. M.	P. M.	A.M.	A. M.		ARRIVE LEAVE	A.M.	A. M.	A. M.	P. M.	P. M.

CONNECTIONS.

[1] Connects with Worcester & Nashua R'way. Also, with Boston & Lowell, and Nashua & Lowell Railways.

[2] Connects with N. Hampshire Central Railway, and Manchester & Lawrence Railway.

[3] Con. with Boston, Concord & Montreal Railway for the W. Mountains. Also with Concord & Portsmouth; Conc. & Claremont, and Northern (N. H.) Railways.

Through Fare, $2 50.

Way Fares, about 3½ cts. per mile.

MANCHESTER & LAWRENCE RAILWAY.

Hon. Asa Fowler, President. Jas. R. Kendrick, Supt., Concord, N. H.

Boston to Manchester.					STATIONS.	Manchester to Boston.				
P. M.	M.	A. M.	Frs.	Mls.	LEAVE ARRIVE	Mls.	Frs.	A. M.	P. M.	P. M.
5 00	12 00	7 30		0	.....*Boston*.....	52		8 40	1 20	6 34
6 05	1 05	8 30	0	26	...**Lawrence** [1]..	26	1 00	7 30	12 15	5 30
6 10	1 10	8 35	10	28	.... Methuen	24	90	7 24	12 05	5 24
6 13	1 13	8 38	15	29	.....Messers.....	23	85	7 20	12 02	5 20
6 24	1 24	8 49	30	33	...Salem, N. H...	19	70	7 09	11 52	5 09
6 37	1 37	9 03	50	38	....Windham....	14	55	6 56	11 40	4 56
6 47	1 47	9 13	60	41	..... Derry.....	11	45	6 47	11 32	4 47
6 55	1 55	9 21	70	44	.....Wilson's	8	30	6 37	11 22	4 37
7 01	2 01	9 27	80	46	.. Londonderry ..	6	25	6 32	11 15	4 32
7 17	2 16	9 42	1 00	52	..**Manchester** [2].	0	0	6 18	11 00	4 18
P. M.	P. M.	A. M.			ARRIVE LEAVE			A.M.	A. M.	P. M.

[1] Connects with Boston & Maine Railway, and with trains for Danvers, &c.
[2] Connects with Concord and New Hampshire Central Railways.

MANCHESTER & N. WEARE RAILWAY.

James R. Kendrick, Supt., Concord, N. H.

A train leaves Manchester for Bedford, Goffstown, Oil Mills, Raymond's, E. Weare, and N. Weare at 2 25 p. m.

Leave North Weare for Manchester at 9 00 a. m.

Distance, 19 miles. Fare, 70 cents.

NORTHERN (New Hampshire) RAILWAY.

ONSLOW STEARNS, Agent, and GEORGE E. TODD, Supt., Concord, N. H. [*Dec.* 1.

CONNECTIONS.

[1] Connects with the numerous Railways diverging from Concord.

[2] Connects with Vermont Central Railway.

Bristol Branch.—Trains connect with Northern Railway at Franklin. Train leaves Bristol for Boston at 7 50 A. M.; leaves Boston for Bristol at 12 M.

Distance, 15 miles.

Fare from Concord, $1 35.

☞ Concord to West Lebanon.

Pass.	Pas.	Pass.	Exp.	Mls.	STATIONS.	Mls.	Pass.	Pass.	Pass.	Exp
P. M.	P.M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	P. M.	P. M.
8 20	3 27	10 40	10 35	0	....**Concord**[1]...	69	5 20	9 55	3 25	8 00
8 35	3 42	10 55		7	....Fisherville....	62	5 03	9 39	3 11	7 48
8 42	3 49	11 02		10	....Boscawen....	59	4 53	9 31	3 04	
	4 00	11 12		14	.North Boscawen.	55		9 20		
9 09	4 15	11 28	11 16	19	.....Franklin.....	50	4 23	9 05	2 39	7 24
	P.M.	11 43		25	..East Andover..	44		A. M.		
9 38		11 57		31	...Potter Place...	38	3 39		2 07	6 58
9 43		12 01		32	..West Andover..	37				
10 08		12 22	12 03	38	.... Danbury	31	3 11		1 47	
10 20		12 34		43	.....Grafton.....	26	2 53		1 33	
10 40		12 53		51	..... Canaan	18	2 23		1 15	6 12
11 01		1 11	12 44	58	..... Enfield	11	1 59		12 57	5 56
				60	..East Lebanon..	9				
11 21		1 27	12 59	65	.....Lebanon.....	4	1 36		12 35	5 41
11 35		1 39	1 10	69	.**Wh. R. Junc.**[2]	0	*1 20		12 20	5 30
P. M.		P. M.	P. M.		ARRIVE LEAVE		A. M.		P. M.	P. M.

☞ West Lebanon to Concord.

* Mondays at 6 45 instead of 1 20 A. M.

CONCORD & CLAREMONT AND CONTOOCOOK RIVER RAILWAYS.

GEO. E. TODD, Supt., Concord, N. H. [*Nov.* 9.

ass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
. M.	A.M.		LEAVE ARRIVE		A.M.	P. M.
10	10 45	0	....**Concord**[1]...	27	10 05	5 30
22	11 20	3	..West Concord..	24	9 54	4 50
34	11 38	7	....Mast Yard....	20	9 42	4 25
48	11 55	11	..**Contoocook**..	16	9 30	4 00
50	12 06	11	....Contoocook....	15	9 26	3 50
58	12 18	14	.West Hopkinton.	12	9 19	3 05
13	12 45	18	.... Henniker	8	9 06	2 35
18	12 55	19	..West Henniker..	7	9 01	2 20
35	1 20	26	.**Hillsboro' Br.**.	0	8 45	1 50
48	P. M.	11	....Contoocook....	16	9 30	P. M.
56		14	.Dimond's Corner.	13	9 21	
10		19	.....Warner.....	8	9 10	
16		21	.....Waterloo.....	6	9 02	
24		23	..Roby's Corner..	4	8 56	
30		25	..Melvin's Mills..	2	8 50	
35		27	...**Bradford**...	0	8 45	
. M.			ARRIVE LEAVE		A.M.	

[1] Connects with railways diverging from Concord.

FAIRHAVEN BRANCH RAILWAY.

WARREN LADD, Supt., New Bedford, Mass.

Trains leave New Bedford for Boston at 7 45 a. m. nd 3 00 p. m; for Tremont at 7 45 a. m., and 3 00 & 50 p. m.; for Hyannis at 7 45 a. m. and 4 50 p. m.; r Nantucket (Tues., Thur. & Sat.) at 7 45 a. m.

Leave Boston for New Bedford at 7 50 a. m. and 00 p. m.

Leave Tremont for New Bedford at 10 00 a. m., and 00 & 5 40 p. m.

Leave Hyannis for New Bedford at 7 05 a. m. and 20 p. m.

Connects at Tremont with Cape Cod Railway.

Distance, New Bedford to Boston, 61 miles.

CONCORD & PORTSMOUTH RAILWAY.

S. KENRICK, Pres.; JAMES R. KENDRICK, Supt.; and G. G. SANBORN, Gen. Ticket Agent, Concord.

Mail.	Pass.	Mls.	STATIONS.	Mls.	Mail.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 40	8 00	0	..**Portsmouth**[1]..	59	10 12	6 05
4 50	8 10	4	....Greenland....	55	10 02	5 55
*5 38	8 27	10	New Market Jun.[2]	49	*9 45	5 38
5 55	8 44	17	.....Epping.....	42	9 16	5 14
6 15	9 00	23	.... Raymond	36	9 05	5 02
6 33	9 15	29	.....Candia.....	30	8 45	4 48
7 23	9 55	40	..**Manchester**..	19	8 15	4 20
7 56		52	.....Suncook.....	7	7 45	3 45
8 15	10 30	59	...**Concord**[3]....	0	7 30	3 30
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Through Fare, $1 90. [*Nov.* 30.

* On arrival of the train upon the Boston & Maine Railway.

1 Junc. of Eastern, and Portland, Saco & Portsmouth R'ways.

2 Crossing of Boston & Maine Railway.

3 Connects with Boston, Concord & Montreal Railway.

DOVER & WINNIPISSEOGEE RAILWAY.

WILLIAM MERRITT, Supt., Boston, Mass.

Pas.	Mx.	Exp.	M.	STATIONS.	Exp	Mxd.	Pas.
P.M.	P.M.	A.M.		LEAVE ARRIVE	A.M.	P. M.	P.M.
5 45	2 45	11 00	0	.....**Dover**.....	8 20	1 30	4 55
6 05	3 15	11 20	8	.....Gonic	8 00	1 00	4 35
6 10	3 25	11 25	10	....Rochester	7 55	12 50	4 30
6 30	4 15	11 43	18	..**Farmington**..	7 35	12 20	4 12
6 45	4 35	11 55	24	..New Durham..	7 15	11 55	3 57
6 55	4 50	12 05	27	..... Alton.....	7 05	11 15	3 50
7 00	5 00	12 10	28	...**Alton Bay**...	7 00	11 00	3 45
P.M.	P.M.	P. M.		ARRIVE LEAVE	A.M.	A. M.	P.M.

Stage Connections for Conway, Sandwich, Tuftonboro', Diamond's Corner, Ossipee, Barnestead, Pittsfield, Laconia, Meredith, Strafford Corner, and North Strafford. [*Dec.* 3.

FITCHBURG RAILWAY.

WM. B. STEARNS, Pres., Boston, Mass. C. L. HEYWOOD, Supt., Boston, Mass. [*Dec.* 13.

Boston to Fitchburg.									STATIONS.	Fitchburg to Boston.								
Pas.	Pas.	Exp	Pas.	Pas.	Pass.	Exp	Pas.	Mls.		M	Pas.	Pas.	Exp	Pas.	Pass.	Pass.	Pas.	Pas.
P. M.	P. M.	P. M.	P.M.	P. M.	A. M.	A.M.	A.M.		LEAVE ARRIVE		A.M.	A.M.	A.M.	A.M.	A. M.	P. M.	P. M.	P.M.
7 30	6 00	5 30	4 00	2 15	11 00	7 30	6 25	0	.....**Boston**.....	50	6 30	8 10	8 45	9 40	11 10	2 36	6 25	7 30
								1	...Charlestown...	49								
7 44	6 15		4 12	2 30	11 11	7 41	6 38	3	....Cambridge....	47	6 14	7 52		9 29	10 55	2 23	6 12	7 19
7 54	6 24		4 21	2 39	11 19		6 46	6	.....Belmont.....	44	6 03	7 39		9 21	10 45	2 15	6 03	7 11
8 04	6 35	5 51	4 30	2 49	11 30		6 57	10	... **Waltham** ...	40	5 52	7 30		9 10	10 30	2 04	5 49	7 00
								17	..... Lincoln.....	33		7 08		8 47	9 52		5 25	6 37
	7 05	6 11	5 00	3 15	11 58		7 22	20	....**Concord**....	30		7 00	8 02	8 44	9 40	1 38	5 18	6 34
		6 24	5 15	3 27	12 12	8 27	7 35	25	...South Acton...	25			7 49	8 29	9 20	1 24	5 05	6 20
			5 30		12 28		7 49	31	..... Littleton	19				8 12	8 40	1 07		6 04
		6 46	5 45		12 45	8 51	7 58	35	**Groton Junct'n**	15			7 20	8 00	8 25	12 55		5 52
		6 56	5 56		12 54	9 00		40	..... Shirley	10			7 10	7 46		12 42		5 41
		7 09	6 12		1 09	9 13		46	... Leominster ...	4			6 56	7 32		12 28		5 27
		7 20	6 25		1 20	9 25		50	... **Fitchburg**...	0			6 45	7 20		12 15		5 15
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A.M.	A.M.		ARRIVE LEAVE		A.M.	A.M.	A.M.	A.M.	A. M.	P. M.	P. M.	P. M.

Through Fare, $1 55. Way Fares, about 3 cents per mile.

BRANCHES OF FITCHBURG RAILWAY.

Marlboro' Branch.—Leave Boston for South Acton and Marlboro' at 6 25, 7 30 A. M., and 2 15, 4 00 & 5 30 P. M. Returning, leave Marlboro' at 6 55 A. M., and 12 30 & 4 30 P. M. Dist., 38 mls. Fare, $1.

Watertown Branch.—L've Boston for Watertown and Waltham at 5 55 & 8 40 A. M., 12 00 M., and 2 45, 5 00 & 6 30 P. M. Returning, leave Waltham at 5 50, 7 10, 7 50 & 9 45 A. M., and 1 15, 3 40 & 6 15 P. M. Distance, 10½ miles. Fare, 25 cents.

Peterboro' & Shirley Railway.—Leave Boston for Groton Junction and Mason Village at 7 30 A. M. and 4 00 P. M. Returning, leave Mason Village at 6 15 & 11 30 A.M. Dist., 58 mls. Fare, $1 85.

Lexington & Arlington Railway.—Leave Boston for Lexington at 8 40 A. M., 12 00 M., and 2 45, 4 45 & 6 30 P. M. Returning, leave Lexington at 5 50, 7 25 & 9 45 A. M., and 1 15, 3 40 & 6 15 P. M. Dist., 11 miles. Fare, 35 cents.

FITCHBURG & WORCESTER RAILWAY.

N. WOOD, President, and H. A. BLOOD, Supt., Fitchburg, Mass.

Pass.	Pass.	Pass.	STATIONS.	Pass.	Pass.	Pas.
P. M.	P. M.	A. M.	LEAVE ARRIVE	A. M.	P. M.	P.M.
5 50	12 50	8 00	...**Fitchburg**[1]..	7 42	12 25	5 30
5 54	12 54	8 05	.South Fitchburg.	7 37	12 20	5 25
6 00	1 00	8 12	... Leominster ...	7 30	12 14	5 18
6 07	1 07	8 17	..Gates' Crossing..	7 25	12 09	5 11
6 15	1 15	8 26	.Pratt's Junction.	7 20	12 03	5 05
6 20	1 20	8 33	..Sterling Center..	7 14	11 57	5 00
6 28	1 28	8 40	Sterling Junction[2]	7 07	11 50	4 52
7 00	2 00	9 15	..**Worcester**[3]..	6 30	11 15	4 20
P. M.	P. M.	A. M.	ARRIVE LEAVE	A. M.	A. M.	P.M.

Distance, 26 miles. Fare, $1 00.

1 Connects with railways diverging from Fitchburg.
2 Junction of Worcester & Nashua Railway.
3 Connects with railways diverging from Worcester.

VERMONT & MASSACHUSETTS RAILWAY.

DANIEL S. RICHARDSON, Pres., Lowell, Mass.
OTIS T. RUGGLES, Supt., Fitchburg, Mass. [*Dec.* 7.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P.M.
1 20	9 28	0	...**Fitchburg**[1]..	86	12 14	5 10
1 28	9 36	3	....Wachusett....	83	12 04	5 00
1 33	9 40	5	...Westminster...	81	12 00	4 55
1 50	9 57	11	.. Ashburnham ..	75	11 50	4 45
2 05	10 10	15	.....Gardner.....	71	11 34	4 30
2 15	10 20	19	....Templeton....	67	11 24	4 18
2 20	10 25	21	...Baldwinville...	65	11 19	4 12
2 35	10 38	27	.... Royalston....	59	11 08	3 56
2 52	10 55	33	..... Athol.....	53	10 55	3 40
3 03	11 03	37	.....Orange.....	49	10 40	3 30
3 10	11 10	40	.....Wendell.....	46	10 30	3 21
3 16	11 15	42	..... Erving	44	10 23	3 16
3 30	11 30	48	.Grout's Corner[2].	38	10 05	3 00
3 45	11 39	52	.....Montague....	34	9 50	2 50
4 25	11 50	56	...**Greenfield**[3]..	30	9 40	2 40
5 25	12 32	69	..Shelburne Falls..	17	8 30	2 00
6 10	12 52	78	....Charlemont...	8	7 35	1 42
6 40	1 02	82	.....Zoar.....	4	7 08	1 34
7 00	1 13	86	**Hoosac Tunnel**	0	6 45	1 25
3 30	11 32	0	..Grout's Corner..	21	9 55	2 53
3 35	11 39	3	.Northfield Farms.	18	9 50	2 47
3 55	11 55	9	....Northfield....	12	9 34	2 31
4 05	12 00	11	..South Vernon[4]..	10	9 28	2 25
4 20	12 12	16	.....Vernon.....	5	9 13	2 13
4 35	12 25	21	..**Brattleboro'**..	0	9 00	2 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

On Saturdays, a Passenger train leaves Fitchburg for Greenfield and Brattleboro' at 7 25 p.m.

An additional train leaves Grout's Corner for Brattleboro' at 9 40 a.m. Leaves Brattleboro' for Grout's Corner at 3 25 p. m.

1 Connects with Fitchburg Railway, Boston, Clinton & Fitchburg, and Fitchburg & Worcester Railways.
2 Connects with New London Northern Railway.
3 Connects with Connecticut River Railway.
4 Connects with Ashuelot and Connecticut River Railways.

BOSTON & LOWELL RAILWAY.

F. B. Crowninshield, President, Boston. George Stark, Manager—Office, Boston.
John B. Winslow, Supt. of the Corporation, Boston. [*Oct.* 26.

Boston to Lowell, Nashua & Wilton.							M	STATIONS.	Wilton & Lowell to Boston.							
P. M.	P. M.	P. M.	M.	A. M.	A. M.	A. M.		LEAVE ARRIVE	M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
5 00	4 00	2 30	12 00	10 00	8 00	7 00	0	..... **Boston**.....	55	8 12	8 35	10 35	1 15	3 27	6 35	10 30
	4 15	2 45		10 17			5	.....West Medford.....	50	7 52				3 07		
	4 23	2 53		10 23	8 19	7 21	8	.....**Winchester** [1]	47	7 45				3 00		
				10 26			10	.....East Woburn [2].....	45	7 40				2 54		
	4 29	2 58		10 31		7 27	10	.**Woburn** Watering pl.	45	7 39				2 53	6 04	
				10 36			12	.... North Woburn	43	7 34				2 45		
	4 40	3 10		10 44		7 39	15	.....Wilmington.....	40	7 26		9 55		2 39	5 55	
	4 47	3 21		10 53		7 48	19	.Billerica & Tewksbury.	36	7 16		9 46		2 29	5 47	
	4 52	3 27		11 00		7 56	22	...**North Billerica**...	33	7 09		9 39		2 22	5 41	
								...Bleachery, Lowell...								
6 04	5 00	3 43	1 00		8 45	8 09		**Lowell** { Middlesex St.[3]			7 32	9 32	12 20		5 32	9 30
				11 10			26	**Lowell** { Merrimac St.	29	7 00	7 30	9 30	12 15	2 15	5 30	
							27	.....Mddlesex.....	28							
6 13		3 51	1 08			8 17	29	...North Chelmsford [4]..	26		7 22		12 06		5 19	
6 21		3 57	1 19			8 23	32	Tyngsboro' & Dunstable	23		7 15	9 10	11 57		5 12	
							35	..... Little's	20		7 10		11 52		5 09	
6 43		4 16	1 36		9 24	8 45	39	.....**Nashua** [5].....	16		7 00	9 00	11 45		5 00	9 00
6 57			2 00			9 00	45	... South Merrimack ...	10			8 21	11 21		4 15	
7 07			2 18			9 09	48	.....Amherst.....	7			8 13	11 13		4 00	
7 17			2 36			9 18	51	..... Milford	4			8 05	11 05		3 50	
7 30			3 00			9 30	55	.....**Wilton** [6].....	0			8 00	11 00		3 30	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Woburn Branch Railway.—Trains leave Boston for Winchester and Woburn Center at 6 45, 7 & 11 30 a. m., and 12 15, 3, 4, 5 15, 6, 6 30, 7 30 & 9 30 p. m. (Tuesdays at 10 30, Wednesdays at 11 15, and Saturdays at 10 30 instead of 9 30 p. m.)

Leave Woburn Center for Boston at 6 00, 7 00, 7 42 & 9 a. m., and 1 15, 5 00, 6 40 & 8 15 p. m. (Wednesdays at 10 15 instead of 8 15 p. m.) Distance, 10 miles. Fare, 25 cents.

Stoneham Branch Railway.—(From E. Woburn to Stoneham; distance, 2 miles.) Trains leave Boston for Stoneham at 8 00 a. m., and 12 15, 3 00, 4 00, 5 15 & 6 30 p. m. (Also on Wednesdays at 11 15, and Saturdays at 10 30 p. m.) Leave Stoneham at 5 49, 7 32, 8 49 & 10 15 a. m., and 1 00, 4 49 & 6 29 p. m. (Wednesdays at 10 05, and Saturdays at 8 05 p. m.) Fare, 25 cents.

[1] Woburn Branch Railway diverges.
[2] Connects with Stoneham Branch Railway.
[3] Connects with Lowell & Lawrence Railway.
[3] Connects with Salem & Lowell Railway.
[4] Junction of Stony Brook Railway.
[5] Connects with Concord, Man. & Law. Railway.
[5] Connects with Worcester & Nashua Railway.
[6] Stages for neighboring towns.

STONY BROOK RAILWAY.

John B. Winslow, Supt., Boston.

Trains leave Lowell for Westford and Groton Junction at 7 00 & 11 45 A. M., and 4 45 P. M. Returning, leave Groton Junc. at 8 05 A. M., and 12 45 & 5 45 P. M. Distance, 17 miles. Fare, 65 cents.

Connects at Groton Junction with trains on Worcester & Nashua, Fitchburg, Cheshire, Vermont & Massachusetts, and Peterboro' & Shirley Railways.

LOWELL & LAWRENCE RAILWAY.

F. H. Nourse, Supt., Lowell, Mass.

Trains leave Lowell for North Lawrence at 7 30 & 10 00 A. M., and 2 45 & 5 15 P. M. Returning, leave N. Lawrence at 8 30 A. M., and 12 45, 4 00 & 7 00 P. M. Distance, 13 miles. Fare, 50 cents.

SALEM & LOWELL RAILWAY.

F. H. Nourse, Supt., Lowell, Mass.

Trains leave Lowell for Salem at 7 25 A.M. and 2 45 P.M. Returning, leave Salem at 9 40 A.M. and 6 00 P.M. Distance, 24 miles. Fare, 85 cents.

WORCESTER & NASHUA RAILWAY.

F. H. Kinnicutt, Pres., C. S. Turner, Supt., Worcester.

Worcester to Nashua.						Nashua to Wor.		
Pas.	Pass.	Pas.	Frs.	M	STATIONS.	Pas.	Pass.	Pas.
P. M.	A. M.	A. M.			L'VE ARR.	A. M.	P. M.	P. M.
4 20	11 15	6 30		0	.**Worcester.**	9 15	2 00	7 00
4 42	11 40	6 55	35	9	West Boylston	8 50	1 38	6 38
4 47	11 45	7 00	40	10	... Oakdale...	8 45	1 33	6 33
4 52	11 50	7 07	50	12	... Sterling...	8 40	1 28	6 28
5 04	12 05	7 20	70	17	....Clinton...	8 28	1 13	6 16
5 09	12 09	7 24	80	18	.S. Lancaster.	8 24	1 09	6 13
5 17	12 13	7 30	80	19	...Lancaster..	8 20	1 06	6 10
5 30	12 27	7 42	95	23	..Still River .	8 10	12 55	6 00
5 35	12 32	7 47	1 05	25	...Harvard...	8 05	12 50	5 55
5 50	12 45	8 00	1 15	28	Groton Junc.[1]	8 00	12 45	5 50
6 00	12 55	8 09	1 30	31	Groton Centre	7 45	12 32	5 33
6 12	1 07	8 20	1 45	36	...Pepperell..	7 34	12 22	5 21
6 20	1 15	8 28	1 60	39	.... Hollis....	7 23	12 13	5 12
6 33	1 27	8 42	1 80	46	...**Nashua**...	7 10	12 00	5 00
P. M.	P. M.	A. M.			ARR. L'VE	A. M.	M.	P. M.

[1] Connects with Peterboro' & Shirley Railway.

CHESHIRE RAILWAY.

[*Nov.* 30.

E. Murdock, Jr., Pres., Boston. R. Stewart, Supt., and G. A. Brown, Gen. Ticket Agent, Keene, N. H.

Exp	Acc.	Mail.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Exp	Acc.	Mail
P. M.	A. M.	A. M.			LEAVE ARRIVE			A. M.	P. M.	P. M.
5 30	11 00	7 30			..... *Boston*		4 00	8 35	2 30	7 20
7 25	1 25	9 25	0	0	...**Fitchburg** [1]..	64	2 60	6 27	12 00	5 05
7 32	1 36	9 33			.West Fitchburg.			6 20	11 48	4 58
7 38	1 47	9 41			...Westminster...			6 13	11 37	4 51
7 50	2 10	9 55		10	.S. Ashburnham [2].	54	2 15	6 00	11 13	4 40
8 00	2 25	10 06	65	14	.N. Ashburnham.	50	2 00	5 51	10 56	4 30
8 10	2 40	10 17	75	18	...Winchendon...	46	1 85	5 42	10 40	4 20
	2 50			21	....State Line....	43			10 26	
8 30	3 06	10 40	1 15	27	....Fitzwilliam...	37	1 50	5 22	10 05	3 59
8 42	3 21	10 54	1 35	32	.... Troyville	32	1 30	5 09	9 49	3 45
8 51	3 36	11 04	1 45	36	.....Marlboro'....	28	1 15	5 00	9 38	3 36
9 10	4 00	11 25	1 70	42	.....**Keene** [3]	22	90	4 45	9 20	3 21
9 31	4 29	11 49	2 05	50	.E. Westmoreland.	14	55	4 13	8 45	2 53
9 41	4 40	11 59	2 20	54	..Westmoreland..	10	40	4 05	8 34	2 45
9 55	5 00	12 15	2 45	60	.....Walpole.....	4	20	3 50	8 15	2 30
1005	5 15	12 25	2 60	64	**Bellows Falls** [4]	0		3 40	8 00	2 20
P. M.	P. M.	P. M.			ARRIVE LEAVE			A. M.	A. M.	P. M.

CONNECTIONS.

[1] Connects with Fitchburg Railway, and Fitchburg & Worcester Railways.

[2] Connects with Vt. & Massachusetts Railway.

[3] Connects with Ashuelot Railway.

[4] Connects with Rutland & Burlington Railway, and Vermont Valley and Sullivan Railway.

ASHUELOT RAILWAY.

(*Operated by the Cheshire Railway Co.*)

Trains leave Keene for Swanzey, Westport, Winchester, Ashuelot, Hinsdale and South Vernon at 7 30 A. M. and 2 15 P. M.

Returning, leave South Vernon at 10 25 A. M. and 4 20 P. M.

Distance, 23 miles.

Connects at Keene with the Cheshire Railway; and at South Vernon with Connecticut River Railway. [*Dec.* 9.

RUTLAND & BURLINGTON AND VERMONT VALLEY RAILWAYS.

Col. Geo. A. Merrill, Supt., and Wm. H. Bryant, Gen. Ticket Agent, Rutland, Vt. [*Nov.* 30.

Pass.	Pass.	Exp.	Mail.	Mls.	STATIONS.	Mail.	Exp.	Pass.	Pass.
A. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE	P. M.	A. M.	P. M.	A. M.
	4 45	9 10	11 00	0	.**Brattleboro'** [1].	3 20	4 20		8 55
				5	.. Dummerston ..				
				9	..... Putney				
				12	...East Putney...				
				20	...Westminster...				
	5 40	10 05	12 00	24	ar { **Bellows** { lv	2 25	3 30		8 00
5 30	5 45	10 10	12 35		lv { **Falls** [2] { ar	2 20	3 25	8 40	7 55
				34	... Bartonsville...				
6 30	6 26	10 48	1 15	38	.....Chester.....	1 44	2 45	7 45	7 11
				42	....Gassetts.....				
				46	....Cavendish....				
				48	...Proctorsville...				
7 44	7 15	11 28	1 59	51	....**Ludlow**.....	1 06	2 05	6 47	6 25
				57	....Healdville....				
				58	..... Summit.....				
				61	...Mount Holly...				
				64	.East Wallingford.				
				67	...Cuttingsville...				
				70	....Clarendon....				
9¾ AM	9 PM	12 40	3 10	77	ar { **Rutland** [3] { lv	12 00	12 50	5 00	5 AM
1¼ PM	5½ AM	1 30	3 20		lv {	11 30	12 35	4 10	7½ PM
				83	.Sutherland Falls.				
				86	.... Pittsford				
2 05	6 22	2 09	4 05	93	.... **Brandon**....	10 46	11 50	3 31	6 35
				98	.....Whiting.....				
				103	... Salisbury				
2 54	7 14	2 47	4 46	109	.. **Middlebury** ..	10 04	11 05	2 54	5 36
				117	...New Haven...				
3 27	7 54	3 20	5 22	123	....Vergennes....	9 26	10 29	2 22	4 37
				124	....Ferrisburg....				
				128	.North Ferrisburg.				
				132	.... Charlotte				
				137	....Shelburne....				
4 20	9 10	4 10	6 15	144	..**Burlington** [4]..	8 30	9 30	1 30	3 00
P. M.	A. M.	A. M.	P. M.		ARRIVE LEAVE	A. M.	P. M.	P. M.	P. M.

Connections of Rutland and Burlington Railway.

[1] Connects with the Vermont & Massachusetts Railway, and the Connecticut River R'way for Springfield, New Haven, Bridgeport, &c.

[2] Connects with Railways diverging from Bellows Falls.

[3] Connects with Troy & Western Vermont Railway; Rutland & Washington Railway; and Saratoga & Whitehall R'way *for Saratoga Springs.*

[4] Connects with Ver. Central & Canada Railway. Also with Steamers to Plattsburg, connecting there with Plattsburg & Montreal Railway—*Day and Night Express.*

Fares.—Through Fare, $6 00. Way Fares, about 4 cents per mile.

BOSTON, HARTFORD & ERIE RAILWAY.

JOHN S. ELDRIDGE, President; WM. M. PARKER, Gen. Supt.: and C. S. SANDFORD, Gen. Ticket Agent, Boston, Mass.

BLACKSTONE AND SOUTHBRIDGE DIVISIONS. [*Dec. 7.*

☞ Boston to Southbridge.

Pass.	Pass.	Exp.	Pass.	Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.	Pass	Exp.	Pass.	Pass.
P. M.	P. M.	P. M.	P. M.	A. M.			LEAVE ARRIVE			A. M.	A. M.	A. M.	P. M.	P. M.
6 25	5 15	3 30	12 15	7 30	0	0	.....**Boston**.....	70	2 10	6 45	8 15	10 15	2 20	7 00
6 43	5 33	3 44	12 31	7 46	15	4	...Mt. Bowdoin...	66	1 95	6 29	7 59	10 01	2 04	6 44
6 51	5 42	3 50	12 39	7 52	20	6	.... Mattapan	64	1 90	6 21	7 51	9 54	1 56	6 38
7 01	5 53	4 00	12 48	8 02	25	9	.... Readville	61	1 85	6 11	7 41	9 41	1 42	6 28
7 15	6 09	4 12	1 02	8 15	40	14	..South Dedham..	56	1 75	5 58	7 25	9 28	1 28	6 15
	6 27	4 26		8 29	55	19	.....Walpole.....	51	1 60		7 06	9 15		6 00
	6 37	4 35		8 38	70	23	.North Wrentham.	47	1 45		6 53	9 05		5 47
	6 42	4 40		8 42	75	25	....City Mills....	45	1 40		6 48	9 00		5 42
	6 50	4 47		8 50	80	27	.....Franklin	43	1 30		6 41	8 50		5 35
		5 13		9 18	1 10	36	.. **Blackstone** ..	24	1 10			8 21		5 12
		5 43		9 48	1 45	48	..... Douglas.....	22	70			7 34		4 32
		5 58		10 02	1 60	53	..East Thompson..	17	55			7 19		4 19
		6 28		10 32	1 90	64	...New Boston...	6	20			6 47		3 48
		6 44		10 48	2 10	70	..**Southbridge**..	0	0			6 30		3 30
P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE LEAVE			A. M.	A. M.	A. M.	P. M.	P. M.

☞ Southbridge to Boston.

Putnam Trains.—Trains leave East Thompson for Putnam at 10 05 a. m. and 6 00 p. m. Leave Putnam for East Thompson at 6 55 a. m. and 3 55 p. m. Distance, 9 miles.

WOONSOCKET DIVISION.—E. H. TUCKER, Jr., Div. Supt., Boston, Mass. [*Dec. 7.*

Boston to Woonsocket.								STATIONS.	Woonsocket to Boston.							
Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Frs.	Mls.		Mls.	Pass.	Pas.	Pass.	Pass.	Pass.	Pass.	Pass.
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			LEAVE ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
9 30	6 15	4 45	3 15	12 15	7 15	0	0	.....**Boston**.....	38	6 45	7 30	8 45	10 30	2 30	5 20	6 52
9 45	6 30	5 00	3 30	12 30	7 30	10	4	....**Brookline**....	34	6 30	7 15	8 30	10 15	2 15	5 05	6 37
10 12	7 00	5 28	3 57	1 05	7 58	35	12	.**Needham Plains**.	26	6 00	6 45	7 58	9 45	1 38	4 18	5 55
P.M.		5 33	4 02		8 03	40	15	.Charles River Vil.	23			7 49	9 37		4 10	P.M.
		5 38	4 06		8 08	45	16	.....Dover.....	22			7 45	9 33		4 06	
A.M.		5 50	4 17		8 21	55	20	.....Medfield.....	18			7 35	9 22		3 53	P. M.
7 30		6 05	4 30		8 38	75	25	.....Medway	13			7 20	9 07		3 38	6 00
7 35		6 10	4 34		8 44	80	27	...West Medway...	11			7 16	9 02		3 33	5 55
7 42		6 17	4 40		8 54	85	29	.North Bellingham.	9			7 09	8 54		3 24	5 48
7 47		6 24	4 45		9 00	90	32	.... Bellingham	6			7 04	8 49		3 19	5 42
8 05		6 42	5 00		9 20	1 00	38	.. **Woonsocket** ..	0			6 45	8 30		3 00	5 25
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

PROVIDENCE, WARREN & BRISTOL RAILWAY.

C. T. CHILD, President, Warren, R. I. L. M. E. STONE, Supt., Providence, R. I. [*April* 13.

Providence to Bristol.							STATIONS.	Bristol to Providence.						
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	Mls.	LEAVE ARRIVE	Mls.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	6 50		6 00	4 15	12 45	7 20	0	..**Providence**[1]..	14	5 04	6 45	8 30	9 53	3 47	6 18
			6 05	4 20	12 50	7 25		...India Point[2]...			6 40	8 25	9 48	3 42	6 13
	6 58	6 44	6 08	4 23	12 54	7 28		..Boston Switch..		4 56	6 38	8 20	9 45	3 39	6 08
			6 14	4 30	1 05	7 35	3	...Vue de L'Eau..	11		6 32	8 10	9 36	3 32	5 57
			6 24	4 38	1 16	7 43	6	....Drownville....	8		6 23	8 00	9 26	3 24	5 46
			6 27	4 41	1 19	7 46	7	..... Nayatt	7		6 20	7 57	9 23	3 21	5 43
			6 32	4 45	1 24	7 50	9	... Barrington ...	5		6 16	7 50	9 18	3 17	5 38
			6 38	4 50	1 31	7 55	10	.....Warren.....	4		6 11	7 45	9 12	3 12	5 32
	7 25	7 10	6 50	5 00	1 45	8 07	14	....**Bristol**[3]....	0	4 30	6 00	7 30	9 00	3 00	5 20
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

[1] Connects with Railways diverging from Boston.
[2] Connects with Boston & Providence Railway.
[3] Connects with Bristol Line of Steamers for Boston and New York.

Fall River, Warren and Providence Railway.—N. L. BARRUS, Agent, Fall River.—Leave Fall River for Warren, Bristol, and Providence at 8 35 A. M., and 12 45 & 3 50 P. M. Leave Providence for Bristol, Warren, and Fall River at 9 25 A. M., and 1 00 & 5 00 P. M.

ANDROSCOGGIN RAILWAY.

OLIVER MOSES, Pres., Bath, Me. ARTHUR BROWN, Supt., Farmington, Me. [*Dec.* 1.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
9 35	2 40	0	...**Brunswick**...	63	12 45	6 55
9 55	3 00	8	...Little River...	55	12 25	6 35
10 05	3 10	12	.....Lisbon.....	51	12 15	6 25
10 15	3 25	14	ar..Crowley's..lv.	49	12 05	6 15
10 30	3 36	19	ar..**Lewiston**.lv.		11 50	6 00
P. M.	3 00		lv..**Lewiston**.ar.	54	12 20	A. M.
Saturdays only.	3 25	14	lv..Crowley's..ar.	49	12 05	Mondays only.
	3 38	19	...Sabattisville...	44	11 40	
	3 58	26	..Leed's Crossing..	37	11 18	
	4 22	34	...Leeds Centre ..	29	10 53	
	4 32	36	...North Leeds...	27	10 43	
	4 41	39	Strickland's Ferry	24	10 33	
	4 50	41	..East Livermore..	22	10 24	
	5 06	46	.Livermore Falls.	17	10 10	
	5 14	48	....Jay Bridge....	15	9 58	
	5 28	52	....North Jay....	11	9 46	
	5 40	56	.....Wilton.....	7	9 34	
	5 50	58	...East Wilton...	5	9 25	
	6 05	63	..**Farmington**..	0	9 10	
	P. M.		ARRIVE LEAVE		A. M.	

NEW BEDFORD & TAUNTON, AND TAUNTON BRANCH RAILWAYS.

WARREN LADD, Supt. N. B. & T. R. R., New Bedford. A. E. SWASEY, Supt. T. B. R. R., Taunton, Mass.

Trains leave New Bedford for Boston, Providence, and Taunton at 7 15 & 10 10 a. m., and 3 40 & 4 45 p. m.; for Fall River and Newport at 7 15 a. m. and 4 45 p. m.

Leave Taunton for Boston at 4 40 (Mondays excepted), 7 15, 8 00 & 11 00 a.m., and 4 30 & 7 20 p.m.; for Providence at 8 00 & 11 00 a. m., and 4 30, 5 40 & 7 20 p. m.; for New Bedford at 8 53 a. m., and 12 20 & 5 40 p. m. (Wednesdays and Sat. at 9 40 p. m.)

Leave Boston for Taunton at 7 30 & 11 10 a. m., and 4 30, 6 00 & 8 30 p. m.; for New Bedford at 7 30 & 11 10 a. m., and 4 30 p. m. (Wed. & Sat. 8 30 p. m.)

Leave Providence for Taunton and New Bedford at 7 00 & 10 40 a. m., and 4 15 & 7 30 p. m.

Connects at Mansfield with Boston & Providence Railway; at Taunton, with Middleboro' & Taunton Railway; at Myrick's, with Old Colony & Newport Railway.

FAIRHAVEN BRANCH RAILWAY.

WARREN LADD, Supt., New Bedford, Mass.

Trains leave New Bedford for Boston at 7 45 a. m. and 3 00 p. m; for Tremont at 7 45 a. m., and 3 00 & 4 50 p. m.; for Hyannis at 7 45 a. m. and 4 50 p. m.

Leave Boston for New Bedford at 7 50 a. m. and 4 00 p. m.

Leave Tremont for New Bedford at 10 00 a. m., and 4 00 & 5·40 p. m.

Leave Hyannis for New Bedford at 7 05 a. m. and 2 20 p. m.

BOSTON, CLINTON & FITCHBURG R'WAY.

L. NICHOLS, Pres., Boston, Mass. H. A. BLOOD, Supt., Fitchburg, Mass. [*May* 25.

Exp	Exp	Acc	M	STATIONS.	Exp.	Exp.	Acc
P.M.	P.M.	A.M.		LEAVE ARRIVE	A. M.	P. M.	A. M.
4 30	2 00	7 00	0	*Boston*, Wor. Dep.	9 15	2 30	8 10
5 16	2 50	7 57	21	**S. Framingham**	8 26	1 41	7 12
5 22	2 55	8 02	24	Framingham Cen.	8 19	1 35	7 07
5 28	3 00	8 10	28	.... Faysville	8 10		6 59
5 30	3 02		29	....Southboro'....	8 07	1 25	6 55
5 37	3 10	8 16	31	.South Marlboro'.	8 01	1 21	6 50
5 48	3 20	8 29	32	ar.. Marlboro'..lv.	7 55	1 10	6 40
5 28	3 00	7 55		lv.. Marlboro'..ar.	8 15	1 30	7 00
5 38	3 11	8 16		.South Marlboro'.	8 01	1 20	6 50
5 49	3 23	8 27	36	....Northboro'....	7 46	1 08	6 38
5 59			41	.....Berlin.....	7 32		6 26
6 07	3 39		43	.....Bolton.....	7 26	12 55	6 21
6 16	3 45	8 43	45	..... Clinton	7 20	12 51	6 16
6 30	3 57		50	.Pratt's Junction.	7 10	12 41	6 04
6 40	4 08	9 01	54	.. Leominster ...	7 00	12 33	5 50
6 50	4 20	9 11	58	...**Fitchburg** [1]..	6 50	12 20	5 40
P.M.	P.M.	A.M.		ARRIVE LEAVE	A. M.	P. M.	P.M.

[1] Connects with Vermont & Mass. and Cheshire Railways.

CATASAUQUA & FOGELSVILLE RAILWAY.

JOSHUA HUNT, Pres.; JOHN WILLIAMS, Treas. and Gen. Ticket Agent; C. W. CHAPMAN, Supt. and Eng.; and ROBERT E. WILLIAMS, Gen. Freight Agent, Catasauqua, Pa. [*Dec.* 5.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 00	6 45		..**Catasauqua**[1].		10 15	6 12
2 05	6 50		.....Mickley's....		10 10	6 08
2 10	6 55		.....Seiple's.....		10 05	6 05
2 15	7 00		..Jordan Bridge..		10 00	6 00
2 20	7 05		.....Guth's.....		9 55	5 55
2 25	7 10		.....Walbert's....		9 50	5 51
2 33	7 16		....Chapman's ...		9 40	5 46
2 48	7 28		...Trexlertown...		9 25	5 39
3 00			...Breinigsville...		9 10	
3 30	7 40		....**Alburtis** [2]...		8 35	5 25
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Lehigh Valley and Lehigh & Susquehanna Railways.
[2] Connects with East Pennsylvania Railway.

DELAWARE & HUDSON RAILWAY.

R. MANVILLE, Supt., Carbondale, Pa.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
1 50	8 00	0	..**Carbondale** ..	17	11 50	5 20
2 15	8 25		.... Archbald		11 25	4 55
2 35	8 45		.....Olyphant		11 00	4 30
2 45	8 55		..... Dickson.....		10 55	4 25
2 50	9 00		...Providence.....		10 50	4 20
2 55	9 05		.....Junction....		10 45	4 15
3 00	9 10	17	....**Scranton**....	0	10 40	4 10
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

NORTHERN CENTRAL RAILWAY.

JNO. D. CAMERON, Pres.; J. N. DU BARRY, Gen. Supt.; J. A. REDFIELD, Asst. Gen. Supt.; J. S. LEIB, Treas.; R. S. HOLLINS, Sec., and J. M. DRILL, Gen. Eastern Fr'ht Agent, Baltimore. ISAAC M. SCHERMERHORN, Gen. West. Fr'ht Agent, Buffalo, N. Y. E. S. YOUNG, Gen. Passenger Agent, Baltimore. [*Nov.* 23.

Going North.				Mls.	STATIONS.	Mls.	Going South.			
Exp.	Acc.	Fast.	Mail.				Mail.	Exp.	Fast.	Exp.
P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.	A. M.
8 45	4 30	7 45			... **Washington**...		10 00	10 25		
10 35		11 40	7 50		.. **Philadelphia** ..		4 10	9 50		
10 45	7 00	12 00	8 30	0	... **Baltimore** [1]...	325	5 20	9 20	7 30	2 30
	7 29		8 58	7	..... **Relay**	318	4 53			
	7 45		9 13	12	.....Timonium.....	313	4 33			
	7 57	12 42	9 23	15	....Cockeysville	310	4 25			
	8 25		9 47	23	.....Monkton.....	302	4 00			
12 10	8 45	1 17	10 06	29	.....Parkton.....	296	3 42	8 11	6 10	1 14
	9 00		10 23	35	.....Freelands	290	3 23			
	9 23		10 45	42	..... Glenrock	283	2 58			
1 02	9 37	2 05	10 58	46	.**Hanover Jun.**[2].	279	2 43	7 32		12 30
	9 45		11 06	49	..... Glatfelters	276	2 34			
1 39	10 15	2 39	11 35	57	.....**York** [3].....	268	2 05	7 05	5 00	12 00
2 15	10 56	3 16	12 12	72	....Goldsborough...	253	1 20	6 25		11 25
2 45	11 30	3 45	1 30	84	...**Bridgeport** [4]...	241	12 50	6 00	3 55	10 55
2 55	11 45	3 55	12 55	85	arr } **Harris-** { lve		12 30	5 45	3 45	10 45
3 25	P. M.	4 20	1 20		lve } **burg** [5] { arr	240	12 10	5 25	A. M.	10 30
			1 55	91	.....Marysville	234				10 00
3 55		4 45	2 05	93	.....Dauphin [6].....	232	11 45	4 45		9 50
		5 00	2 22	99	... Clark's Ferry ...	226	11 29	4 30		9 35
4 30		5 18	2 42	106	..... Halifax	219	11 10	4 10		9 15
4 45		5 34	2 58	111	.... Millersburg	214	10 55	3 55		9 00
5 12		6 00	3 25	122	....Georgetown	203	10 28	3 28		8 33
5 25		6 13	3 40	126	.Trevorton Junct'n.	199	10 15	3 13		8 20
5 42		6 28	3 57	133	....Selin's Grove ...	192	9 58	2 58		8 05
5 55		6 40	4 10	138	.....**Sunbury** [7]....	187	9 45	2 45		7 50
8 15		8 25	6 55	178	.. **Williamsport**..	147	7 50	12 55		P. M.
8 38		P. M.	7 18	186	....Cogan Valley....	139	7 23	12 37		
8 55			7 37	192	.....Trout Run.....	133	7 07	12 18		
9 30			8 10	202	.....**Ralston**.....	123	6 40	11 45		
10 14			9 00	218	..... Canton	107	6 00	11 00		
10 55	Acc.	Acc.	9 45	231	.....Troy.....	94	5 24	10 18	Acc.	Acc.
11 06	P. M.	A.M.	10 03	236	.Columbia X Roads.	89	5 10	10 03	A.M.	P. M.
12 20	7 10	6 20	11 05	256	..... **Elmira** [8].....	69	4 15	8 55	11 00	11 40
12 35	7 25	6 35	P. M.	262	.... Horseheads	63	A. M.	8 10	10 37	11 25
	7 38	6 50		266	.... Pine Valley....	59			10 22	11 08
12 55	7 50	7 00		269	.....Millport.....	56		7 50	10 10	10 55
1 11	8 10	7 20		275	.....Havana.....	50		7 33	9 47	10 30
1 20	8 20	7 30		278	.....**Watkins**.....	47		7 23	9 35	10 20
1 54	9 00	8 07		289	..... Starkey.....	36		6 52	9 00	9 47
2 30	9 37	8 50		301	....**Penn Yan**....	24		6 20	8 25	9 13
	10 11	9 25		311	..... Hall's.....	14			8 00	8 49
3 06	10 22	9 35		314	.....Gorham.....	11		5 45	7 52	8 40
	10 40	9 55		319	..... Hopewell	6			7 40	8 27
3 40	11 00	10 15		325	..**Canandaigua** [9].	0		5 15	7 25	8 10
5 00	P. M.	A. M.			....**Rochester**....			P. M.	A.M.	P. M.
8 30					..... **Buffalo**					
9 15					..**Niagara Falls**..					
9 00					.**Suspension Br.**.					
P. M.										
2 15					....**Pittsburg**.....			8 00		
P. M.					ARRIVE LEAVE			P. M.		

1 Connects with Baltimore & Ohio Railway, and Washington Branch.
1 Connects with Philadelphia, Wilmington & Baltimore Railway.
2 Connects with Hanover Br., and Gettysburg R. R.
3 Connects with Wrightsville, York & Columbia R. R.
4 Connects with Cumberland Valley Railway.
5 Connects with Pennsylvania Central Railway.
6 Connects with Lebanon Valley Railway.
7 Connects with Schuylkill & Susquehanna Railway.
8 Connects with Philadelphia & Erie Railway.
9 Con. with N. Y. Cent. R'way.

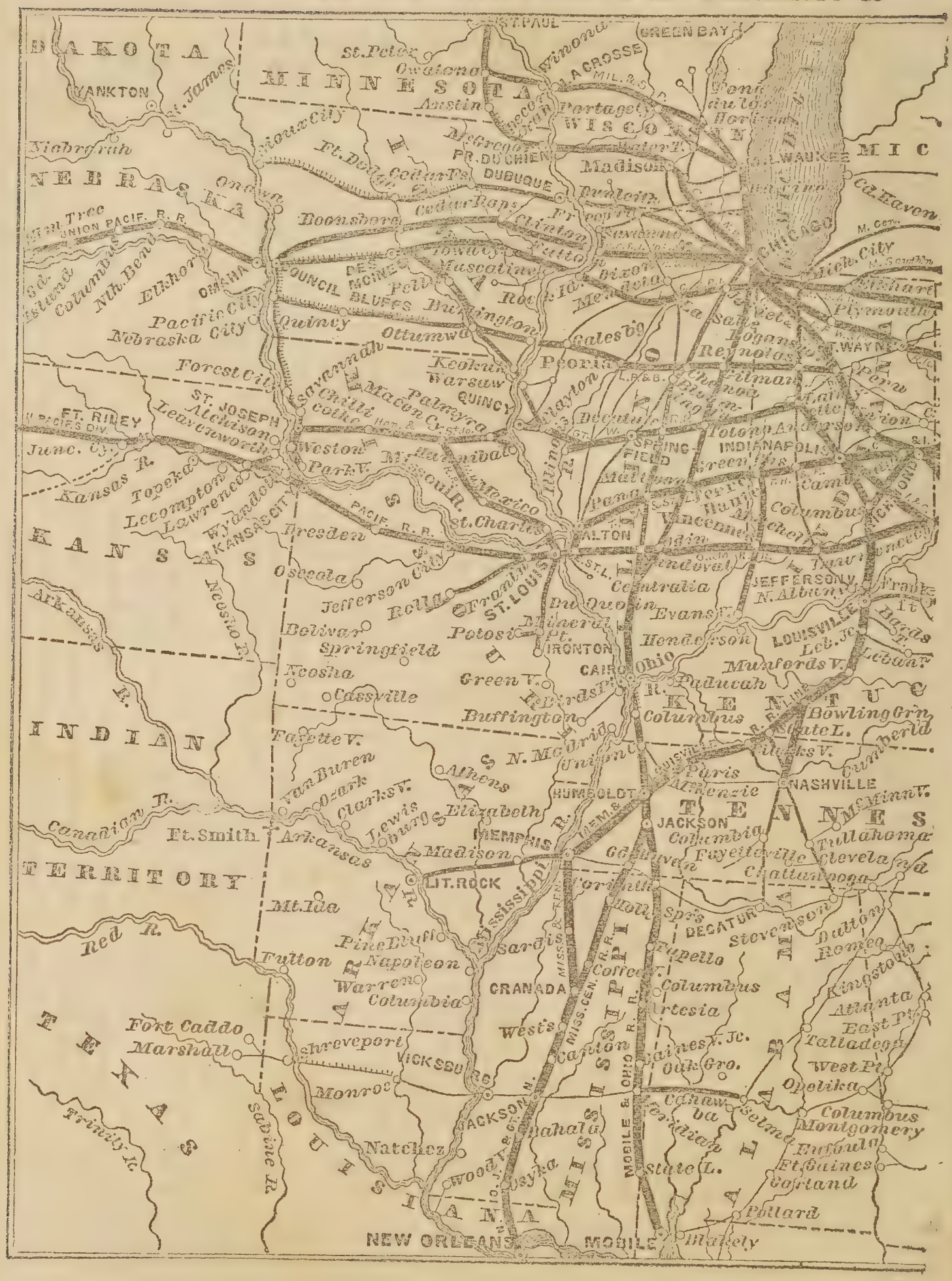
Parkton Trains.—Train leaves Baltimore (Calvert Station) for Parkton, at 5 30 p. m. Returning, leaves Parkton at 6 40 a. m.

York Trains.—Train leaves Baltimore (Calvert Station) for York, at 3 30 p. m. Returning, leave York at 7 15 a. m.

Harrisburg Accom. Train leaves Baltimore (Calvert Station) at - — a. m., arriving at Harrisburg — — p. m.
" " leaves York for Harrisburg at 6 25 a. m. Leaves Harrisburg at 5 00 p. m.

WRIGHTSVILLE, YORK & COLUMBIA RAILWAY.—Trains leave York for Wrightsville at 6 20 & 11 40 A. M., and 3 30 P. M. Leave Wrightsville at 7 45 A. M., and 12 50 & 6 45 P. M. Distance, 13 miles; fare, 50 cents. Connects at Wrightsville with Philadelphia trains.

SHAMOKIN VALLEY & POTTSVILLE RAILWAY.—(*Leased and run by Nor. Cent. Railway.*)
Going West—Leave Mt. Carmel for Sunbury at 7 50 A. M., and Shamokin at 8 25 A. M. and 2 20 P. M.
Going East—Leave Sunbury for Shamokin at 10 35 A. M.; for Mt. Carmel at 4 35 P. M. Distance, 28 miles.


DAKOTA
YANKTON
St. James
MINNESOTA
St. Paul
Winona
Green Bay
La Crosse
St. Peter
Owatona
Austin
Portage
WISCONSIN
Sioux City
Ft. Dodge
McGregor
Pr. du Chien
Cedar Ps.
Dubuque
Madison
Milwaukee
MIC
NEBRASKA
Omaha
Cedar Rapids
Boonsbro
Ft. Clinton
Ft. Peoria
Chicago
Ca. Haven
Union Pacific R. R.
Nebraska City
Council Bluffs
Des Moines
Muscatine
Davenport
Dixon
Ft. Wayne
Plymouth
Quincy
Ottumwa
Galesburg
Peoria
Keokuk
Warsaw
Palmyra
Macon Cy.
Chillicothe
Savannah
Forest City
St. Joseph
Atchison
Leavenworth
Ft. Riley
Junc. Cy.
Weston
Park V.
Hannibal
Mexico
Missouri R.
St. Charles
Springfield
Decatur
Indianapolis
Kansas R.
Topeka
Lecompton
Lawrence
Wyandotte
Kansas City
Fresden
Osceola
Jefferson City
Rolla
Franklin
St. Louis
Alton
Centralia
Evansville
Jeffersonv.
N. Albany
Louisville
Leb. Jc.
Frankfort
Bardstown
Lebanon
KANSAS
Arkansas R.
Neosho R.
Bolivar
Springfield
Potosi
Mineral Pt.
Ironton
Du Quoin
Henderson
Munfordsv.
Neosho
Cassville
Green V.
Cairo
Ohio R.
Paducah
KENTUCKY
Bowling Grn.
Gate L.
Buffington
Columbus
INDIAN
Fayette V.
N. McAlester
Van Buren
Ozark
Clarks V.
Lewisburg
Athens
Elizabeth
Paris
Mckenzie
Nashville
Cumberland
Canadian R.
Ft. Smith
Arkansas
Madison
Memphis
Jackson
Columbia
Fayetteville
Tullahoma
Cleveland
TERRITORY
Lit. Rock
Mt. Ida
Corinth
Decatur
Stevenson
Dalton
Red R.
Pine Bluff
Napoleon
Fulton
Warren
Columbia
Sardis
Grenada
Tupelo
Romeo
Kingston
Atlanta
East Pt.
Talladega
West Pt.
Opelika
Columbus
Montgomery
Eufaula
Ft. Gaines
Cortland
Pollard
Mobile
Blakely
TEXAS
Fort Caddo
Marshall
Shreveport
Vicksburg
Monroe
Natchez
Jackson
Canton
Oak Gro.
Selma
Trinity R.
Sabine R.
LOUISIANA
NEW ORLEANS
MISSISSIPPI
ALABAMA
Miss. & Ten.
Miss. Cen. R. R.
Mobile & Ohio R. R.
Miss. & Ohio R. R.

MAP OF THE
BALTIMORE & OHIO
RAILWAY
BRANCHES & CONNECTS.
Engraved for Appletons Railway Guide.
ATLANTIC OCEAN
CANADA
PENNSYLVANIA
NORTH CAROLINA
SOUTH CAROLINA
MAINE
MASS
CONN.
N. HAMPSHIRE
BALTIMORE
PHILADELPHIA
NEW YORK
BROOKLYN
WASHINGTON
ANNAPOLIS
WHEELING
HARRISBURG
CINCINNATI
COLUMBUS
CLEVELAND
TOLEDO
DETROIT
ERIE
PITTSBG
MARIETTA
PARKERSB
RICHMOND
PETERSBG
NORFOLK
CHARLESTON
SAVANNAH
BOSTON

BALTIMORE & OHIO RAILWAY.

J. W. Garrett, Pres., Baltimore, Md. J. King, Jr., Vice-Pres. J. J. Atkinson, Treas. J. L. Wilson, Mast. Trans. G. R. Blanchard, Gen. Freight Agent. L. M. Cole, Gen. Ticket Agent. John W. Brown, Gen. Passenger Agent. [*Nov.* 29.

Baltimore to Wheeling. Acc.	Express.	Fast Exp.	Mail.	Mls.	STATIONS. LEAVE ARRIVE	Wheeling to Baltimore. Mls.	Express.	Fast Exp.	Mail.	Acc.
P. M.										A.M.
4 00	*9 45 P. M.	5 00 P. M.	8 45 A. M.	0	....**Baltimore**....	379	6 55 A. M.	11 10 A. M.	4 45 P. M.	10 35
4 21	10 05 "	5 24 "	9 09 "	9	..Washington Junc..	370	6 35 "	10 50 "	4 25 "	10 14
4 38	10 21 "	5 40 "	9 27 "	15	.**Ellicott's Mills**.	364	6 17 "	10 35 "	4 17 "	9 57
4 53	10 35 "	5 53 "	9 42 "	20	.....Elysville.....	359	6 02 "	10 21 "	3 52 "	9 42
5 13	10 54 "	6 12 "	10 03 "	27	...Marriottsville...	352	5 41 "	10 02 "	3 31 "	9 22
5 26	11 12 "	6 23 "	10 22 "	31	.....Sykesville.....	348	5 29 "	9 51 "	3 19 "	9 08
6 02	11 44 "	6 52 "	10 58 "	42	....Mount Airy....	337	4 57 "	9 24 "	2 47 "	8 35
6 24	12 05 A. M.	7 12 "	11 21 "	50	.....Monrovia.....	329	4 35 "	9 04 "	2 24 "	8 11
6 53	12 31 "	7 32 "	11 50 "	58	..Frederick Junc.[1]..	321	4 11 "	8 42 "	2 00 "	7 47
				62	....**Frederick**....					
7 25	12 59 "	7 56 "	12 20 P. M.	69	...Point of Rocks...	310	3 33 "	8 09 "	1 27 "	7 10
7 54			12 50 "	79	.Hagerstown Junc..	300			12 59 "	6 41
7 58	1 30 "	8 23 "	12 58 "	80	....Sandy Hook....	299	3 00 "	7 52 "	12 50 "	6 37
†8 02	1 34 "	8 26 "	1 10 "	81	.**Harper's Ferry**.	298	2 56 "	7 49 "	12 47 "	‡6 33
P. M.	1 52 "	8 42 "	1 26 "	87	.....Duffields.....	292	2 37 "	7 33 "	12 25 "	A.M.
	2 06 "	8 55 "	1 39 "	92	...Kearneysville....	287	2 22 "	7 20 "	12 11 "	
	2 27 "	9 15 "	1 59 "	100	ar / ly **Martinsburg** lv / ar	279	2 00 "	7 00 "	11 50 A. M.	
	2 32 "	9 30 "	2 17 "				1 55 "	6 56 "	11 32 "	
	2 54 "	9 50 "	2 39 "	107	..North Mountain..	272	1 33 "	6 36 "	11 10 "	
			2 56 "	113	....Cherry Run....	266			10 54 "	
	3 21 "	10 15 "	3 07 "	117	....Sleepy Creek....	262	1 05 "	6 11 "	10 43 "	
	3 35 "	10 28 "	3 21 "	123	.....Hancock.....	256	12 51 "	5 59 "	10 29 "	
	3 51 "	10 43 "	3 38 "	128	...Sir John's Run...	251	12 35 "	5 44 "	10 12 "	
	5 10 "	11 55 "	4 59 "	156	.L. Cacapon Siding.	223	11 14 P. M.	4 33 "	8 57 "	
	5 25 "	12 11 A. M.	5 16 "	163	.Green Spring Run.	216	10 57 "	4 17 "	8 41 "	
	5 42 "	12 28 "	5 36 "	170	..Patterson's Creek..	209	10 38 "	4 01 "	8 22 "	
	6 20 "	12 48 "	6 17 "	178	...**Cumberland**...	201	10 17 "	3 40 "	8 00 "	
	6 43 "	1 06 "	6 37 "	185	....Brady's Mill....	194	9 52 "	3 22 "	7 19 "	
	7 40 "	2 00 "	7 40 "	206	ar / lv **Piedmont** lv / ar	173	8 53 "	2 30 "	6 21 "	
	7 44 "	2 05 "	7 45 "				8 48 "	2 25 "	6 16 "	
	8 09 "	2 38 "	8 21 "	214	.....Frankville.....	165	8 21 "	1 59 "	5 51 "	
	8 40 "	3 09 "	8 55 "	223	.....Altamont.....	156	7 50 "	1 31 "	5 24 "	
	9 05 "	3 32 "	9 18 "	232	.....**Oakland**.....	147	7 17 "	1 02 "	4 58 "	
	9 33 "	3 58 "	9 44 "	242	.Cranberry Summit.	137	6 47 "	12 34 "	4 32 "	
	10 08 "	4 43 "	10 21 "	253	.....Rowlesburg....	125	6 11 "	12 01 "	3 58 "	
	10 30 "	5 05 "	10 43 "	260	.....Tunnelton.....	119	5 44 "	11 33 P. M.	3 32 "	
			11 10 "	266	.....Newburg.....	113	5 22 "		3 10 "	
	11 25 "	6 00 "	11 48 "	279	ar / lv **Grafton**[2] lv / ar	100	4 40 "	10 35 "	2 35 "	
	11 45 "	6 20 "	11 53 "				4 20 "	10 19 "	2 30 "	
	11 50 "	6 24 "	11 58 "	281	.....Fetterman.....	98	4 15 "	10 14 "	2 25 "	
			12 16 A. M.	287	....Valley Falls....	92			2 10 "	
	12 34 P. M.	7 03 "	12 46 "	297	...Benton's Ferry...	82	3 30 "	9 32 "	1 44 "	
	12 45 "	7 14 "	12 58 "	302	....**Fairmont**....	77	3 18 "	9 21 "	1 33 "	
	1 14 "	7 41 "	1 34 "	312	....Farmington....	67	2 49 "	8 54 "	1 07 "	
	1 37 "	8 01 "	1 55 "	319	....Mannington....	60	2 29 "	8 38 "	12 50 "	
	2 33 "	8 46 "	2 45 "	337	.....Littleton.....	42	1 33 "	7 52 "	12 04 "	
	3 03 "	9 08 "	3 08 "	344	.....Bellton.....	35	1 12 "	7 33 "	11 43 P. M.	
	3 29 "	9 29 "	3 34 "	351	.....Cameron.....	28	12 51 "	7 16 "	11 24 "	
	4 20 "	10 12 "	4 25 "	368	....Moundsville....	11	11 59 A. M.	6 28 "	10 34 "	
	4 50 "	10 40 "	4 55 "	375	....**Benwood**....	4	11 40 "	6 10 "	10 15 "	
	5 10 P. M.	11 00 A. M.	5 15 A. M.	379	arr. **Wheeling** .l've	0	11 10 A. M.	5 40 P. M.	*9 45 P. M.	

* Runs daily, except Saturdays. Other trains daily, except Sundays.

† Train leaves Harper's Ferry at 8 05 p.m., arriving at Winchester 9 35 p.m.
‡ Train leaves Winchester at 5 00 a.m., arriving at Harper's Ferry 6 30 a.m.

[1] Junction of Frederick Branch. | [2] Connects with Parkersburg Branch, p. 202.

Railway Connections are the Philadelphia, Wilmington & Baltimore Railway (p. 109) at Baltimore; at Wheeling and Benwood with the Central Ohio Division (p. 201) and the Cleveland Railways; and at Grafton, trains of the Parkersburg Branch (p. 202) make close connections.

BALTIMORE & OHIO RAILWAY.—Washington Branch.

JOHN L. WILSON, Master of Transportation, Baltimore, Md. [*Nov.* 29.

Baltimore to Washington.									Washington to Baltimore.								
Exp.	Exp	Pas.	Pass.	Pass.	Pas.	Exp	Exp	M.	STATIONS.	Pas.	Exp	Pass.	Exp.	Pas.	Exp	Pas.	Exp.
P. M.	P. M.	P.M.	A. M.	A. M.	A.M.	A.M.	A.M.		LEAVE ARRIVE	A.M.	A.M.	A. M.	P. M.	P.M.	P. M.	P. M.	P. M.
8†30	4 05	1 30	11†00	8 35	7†00	4†40	3†45	0	... **Baltimore**....	8 40	9 15	11 15	2 00	5 40	7 00	9 00	10 00
8 42	4 17	1 42	11 12	8 47	7 12	4 52	3 57	2	..Camden Junction..	8 29	9 02	11 03	1 48	5 28	6 48	8 48	9 49
8 50	4 25	1 50	11 20	8 55	7 20	5 00	4 05	9	..Washington Junc..	8 21	8 54	10 56	1 40	5 20	6 41	8 40	9 41
9 07	4 39	2 07	11 35	9 14	7 37	5 15	4 22	16	.....Jessup's.....	8 04	8 42	10 37	1 24	5 03	6 28	8 23	9 28
9 13	4 43	2 12	11 40	9 20	7 42	5 19	4 28	18	..Annapolis Jun.*...	7 59	8 38	10 31	1 19	4 57	6 24	8 18	9 23
9 16	4 45	2 16	11 43	9 23	7 46	5 21	4 31	20	..... Savage	7 54	8 36	10 27	1 15	4 54	6 21	8 15	9 20
9 21	4 48	2 21	11 47	9 28	7 51	5 25	4 36	22	.....Laurel.....	7 48	8 33	10 21	1 11	4 48	6 17	8 10	9 16
9 26	4 51	2 26	11 51	9 33	7 56	5 29	4 41	25	.White Oak Bottom.	7 42	8 30	10 15	1 06	4 42	6 13	8 05	9 12
9 33	4 56	2 35	11 58	9 41	8 05	5 35	4 48	28	.....Beltsville	7 34	8 25	10 06	1 00	4 34	6 07	7 58	9 06
9 41	5 02	2 45	12 06	9 49	8 15	5 42	4 56	31	....Paint Branch....	7 25	8 19	9 56	12 52	4 24	6 00	7 50	8 59
9 46	5 07	2 52	12 11	9 54	8 22	5 47	5 01	34	....Bladensburg....	7 19	8 14	9 49	12 46	4 17	5 54	7 45	8 54
10 00	5 20	3 10	12 25	10 10	8 40	6 00	5 15	40	... **Washington**...	7 00	8†00	9 30	12†30	4†00	5†40	7†30	8†40
P. M.	P. M.	P.M.	P. M.	A. M.	A.M.	A.M.	A.M.		ARRIVE LEAVE	A.M.	A.M.	A. M.	P. M.	P.M.	P. M.	P. M.	P. M.

† Runs on Sundays also.

☞ *An Additional Train* leaves Baltimore at †4 30 p. m., arrives at Washington 6 10 p. m. Leaves Washington at 2 00 p. m., arrives at Baltimore 3 40 p. m.

CENTRAL OHIO BRANCH of B. & O. Railway.

H. J. JEWETT, President; JOHN L. WILSON, Mast. Trans.; W. C. QUINCY, Asst. Mast. Trans.; J. W. BROWN, Gen. Ticket Agent, and G. R. BLANCHARD, Gen. Freight Agent, Columbus, O. [*Nov.* 22.

CONNECTIONS.

[1] Connects with Little Miami and Col. & Xenia Railway.
[1] Connects with Columbus & Indianapolis Central Railway.
[2] Connects with Pittsburg, Columbus & Cincinnati Railway.
[3] Connects with Cincinnati & Zanesville Railway.
[4] Connects by ferry with Baltimore & Ohio Railway at Wheeling.

Columbus to Wheeling.					Wheeling to Columbus.			
Exp.	Mail.	Exp.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Exp.
A. M.	P. M.	A.M.		LEAVE ARRIVE		P. M.	P. M.	A. M.
3 25	2 15	11 10	0	...**Columbus** [1]..	137	12 30	5 35	12 10
3 49	2 37		8	.....Taylor's.....	129	12 07	5 15	11 48
3 54	2 42		10	... Black Lick....	127	12 02	5 10	11 43
4 10	2 57		16	.....Columbia	121	11 33	4 52	11 28
4 13	3 00		17	.... Pataskala	120	11 30	4 50	11 25
4 25	3 10		22	. . Kirkersville...	115	11 18	4 41	11 15
4 38	3 23		27	.....Union.....	110	11 03	4 30	11 02
4 55	3 40	12 20	33	....**Newark** [2]....	104	10 45	4 15	10 45
5 14	3 57		39	.... Clay Lick....	98	10 26	3 57	10 27
5 26	4 10		44	...Black Hand...	93	10 12	3 40	10 15
5 36	4 19		47	....Claypool's....	90	10 01	3 30	10 05
5 45	4 29		50	..Pleasant Valley..	87	9 52	3 21	9 55
5 59	4 42		55	...Dillon's Falls...	82	9 38	3 05	9 40
6 20	5 10	1 47	59	..**Zanesville** [3]..	78	9 25	2 50	9 20
6 31	5 21		63	.....Coal Dale....	74	8 57	2 21	8 52
6 42	5 31		66	..... Sonora	71	8 47	2 10	8 42
7 05	5 51		73	.....Norwich.....	64	8 27	1 49	8 21
7 15	6 01	2 34	76	.....Concord.....	61	8 17	1 40	8 10
7 32	6 16		81	..... Cassel's	56	8 04	1 27	7 55
7 59	6 28	2 56	85	. **Cambridge** ..	52	7 50	1 15	7 40
8 12	6 52		93	....Campbell's....	44	7 23	12 50	7 10
8 19	7 00		96	.....Gibson's.....	41	7 15	12 43	7 00
8 30	7 12		100	.... Salesville	37	7 02	12 32	6 45
8 36	7 18		102	.... Millwood	35	6 56	12 26	6 38
8 40	7 25		103	.... Spencer's	34	6 50	12 22	6 33
9 01	7 50	4 00	110	....Barnesville....	27	6 28	12 02	6 10
9 20	8 11		117	....Burr's Mill....	20	6 06	11 43	5 48
9 25	8 17	4 22	119	.....Belmont.....	18	6 00	11 38	5 42
9 34	8 27		122	...Lewis' Mills...	15	5 49	11 28	5 32
9 54	8 47		128	....Glencoe.....	9	5 27	11 07	5 10
10 05	9 00		132	...Neff's Siding...	5	5 15	10 55	4 57
10 20	9 15	5 10	137	....**Bellaire** [4]....	0	5 00	10 40	4 40
A. M.	P. M.	P. M.		ARRIVE LEAVE		A.M.	A. M.	P. M.

SHEBOYGAN & FOND DU LAC RAILWAY.

A. G. RUGGLES, Pres., Fond du Lac, Wis. E. SLADE, V.-Pres. & Sec., Glenbeulah. H. BARRETT, Supt., Sheboygan.

Train leaves Sheboygan for Sheboygan Falls, Decca, Plymouth, Glenbeulah, St. Cloud, Calvary and Summit, at 7 00 a.m., arrive at Summit 10 15 a.m.

Leave Summit at 9 00 a.m., arrive at Sheboygan 12 15 p.m.

Leave Sheboygan for Glenbeulah at 2 30 p.m. Returning, leave Glenbeulah at 4 30 p.m.

Distance to Summit, 36 miles.

Connect at Summit with Stages for Fond du Lac.

Connect at Sheboygan with steamboats on Lake Michigan for Milwaukee, Chicago, and Grand Haven; also for Manitowoc and Two Rivers. Also connect at Sheboygan with the Collingwood, Buffalo and Cleveland lines of steamers to Chicago. [*Nov.* 18.

☞ For additional Branches of B. & O. Railway, see next page.

BALTIMORE & OHIO RAILWAY—(Continued.)

PARKERSBURG BRANCH.

J. L. Wilson, Mast. Trans. [*Nov.* 29.

Grafton to Parkersb'g. Mail.	Exp.	Mls.	STATIONS.	Mls.	Parkersb'g to Grafton. Mail.	Exp.
A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
11 45	6 20	0	....**Grafton** [1]...	104	4 00	10 10
11 56	6 31	4	.....Webster.....	100	3 48	9 59
12 06	6 41	8	....Simpson's	96	3 37	9 49
12 14	6 48	10	... Flemington ...	94	3 28	9 42
12 34	7 05	17	... Bridgeport ...	87	3 06	9 25
12 49	7 20	22	..**Clarksburg** ..	82	2 50	9 09
1 01	7 32	26	...Wilsonburg....	78	2 38	8 59
1 28	7 58	36	.....Salem.....	68	2 05	8 33
2 05	8 24	46	.....Smithton	58	1 34	8 07
2 13	8 30	50	...West Union...	54	1 24	8 00
2 25	8 40	52	..... Central	52	1 12	7 50
2 57	9 09	62	....Pennsboro' ...	42	12 39	7 23
3 12	9 22	67	....Ellenboro'....	37	12 24	7 10
3 27	9 35	72	....Cornwallis ...	32	12 09	6 57
3 57	10 04	81	....Petroleum ...	23	11 38	6 28
4 18	10 23	89	.... Walker's	15	11 15	6 09
4 33	10 36	94	.....Kanawha	10	10 59	5 56
4 42	10 50	97	.....Claysville....	7	10 50	5 49
5 05	11 10	104	.**Parkersburg** [2]	0	10 30	5 25
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Baltimore & Ohio Railway.
[2] Connects with Marietta & Cincinnati Railway.

The Ellicott's Mills Trains leave Baltimore at 6 40 & 10 00 A. M., and 3 30 P. M.

Leave Ellicott's Mills for Baltimore at 7 50 & 11 10 A. M., and 4 50 P. M.

WINCHESTER & POTOMAC RAILWAY.

J. L. Wilson, Mast. Trans. [*Nov.* 29.

Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
1 25	7 10	0	**Harper's Ferry**	32	12 05	5 45
1 29	7 14	1	... Shenandoah...	31	12 01	5 40
1 43	7 36	6	.... Halltown	26	11 47	5 17
1 54	7 54	10	...Charlestown...	22	11 36	4 59
2 05	8 12	14	.... Cameron	18	11 25	4 41
2 16	8 30	18	..Summit Point..	14	11 14	4 23
2 30	8 52	23	... Wadesville ...	9	11 00	4 01
2 44	9 14	28	...Stephenson's...	4	10 46	3 39
2 55	9 35	32	.. **Winchester**..	0	10 35	3 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

WASHINGTON COUNTY RAILWAY.

J. L. Wilson, Master of Trans., Baltimore, Md.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	P. M.		LEAVE ARRIVE		A. M.	P. M.
8 00	1 10	0	..**Weaverton** [1]..	24	6 30	12 20
8 13	1 24	3	... Bartholow's...	21	6 17	12 07
8 25	1 38	7	.Beeler's Summit.	17	6 05	11 55
8 29	1 43	8	...Rhorersville...	16	6 01	11 51
8 38	1 53	11	...Eakle's Mill...	13	5 52	11 42
8 45	1 59	13	....Keedysville...	11	5 45	11 35
9 00	2 17	17	Breathed's Station	7	5 30	11 20
9 20	2 45	24	.**Hagerstown** [2].	0	5 10	11 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

Accom. Train leaves Weaverton for Hagerstown at 6 55 a. m. Returning, leaves Hagerstown at 5 15 p. m. [*Nov.* 29.

[1] Connects with Main Line of Balt. & Ohio Railway.
[2] Connects with Cumberland Valley Railway.

ALEXANDRIA, LOUDOUN & HAMPSHIRE RAILWAY.

Washington Blythe, Gen. Superintendent, Alexandria, Va. [*June* 1.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
5 00	8 00	0	..**Alexandria** [1]..	38	7 50	2 45
5 25	8 25	7	....Carlinville	31	7 25	2 25
5 40	8 35	11	...Falls Church...	27	7 15	2 15
6 00	9 10	15	.....Vienna.....	23	6 50	1 55
6 15	9 25	18	.. Hunter's Mill .	20	6 40	1 40
6 30	9 35	21	.... Thornton	17	6 30	1 25
6 45	9 45	23	.....Herndon.....	14	6 20	1 15
6 55	9 55	27	.....Guilford.....	11	6 05	12 55
7 10	10 10	31	....Farmwell	7	5 50	12 35
7 30	10 30	38	...**Leesburg** [2] ..	0	5 30	12 15
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Steamboats, and Balt. & Wash. Railway for the North, via Washington City, Baltimore, and Philadelphia for New York, &c.
[2] Stages daily to Capon Springs.
[2] Connects with Stages to Hamilton, Winchester, &c.

MARYLAND & DELAWARE RAILWAY.

G. W. Goldsborough, Supt.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE ARRIVE		P. M.
9 45		...**Hillsboro'**...		2 35
10 10		.. Greensboro'...		2 15
10 20		....Goldsboro'....		2 00
10 30		....Henderson....		1 50
10 40		.....Halltown.....		1 40
10 55		....Slaughter's....		1 25
11 10		..... Kenton		1 12
11 30		.... **Clayton**		1 00
A. M.		ARRIVE LEAVE		P. M.

Connects at Clayton with Delaware Railway Line for Wilmington and Philadelphia. [*Dec.* 1.

WICOMICO & POCOMOKE RAILWAY.

H. R. Pitts, President, Berlin, Md.

A train leaves Salisbury for Berlin at 3 40 p. m. Leaves Berlin for Salisbury at 8 30 a. m. Distance, 23 miles.

MARIETTA & CINCINNATI RAILWAY.

JOHN KING, Jr., President, Baltimore. SAMUEL W. KILVERT, Jr., Cashier; W. E. WATSON, Auditor; JAS. B. SCOTT, Paymaster; JOHN WADDLE, Engineer; W. W. PEABODY, Master of Transportation; and CHAS. F. LOW, Gen. Ticket Agent, Cincinnati, O. J. P. WILLIAMS, Master of Road, Chillicothe, O. [*Dec.* 27.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A.M.		LEAVE ARRIVE		P. M.	A. M.
10 35	6 45	0	...**Cincinnati**[1]..	205	9 50	5 20
11 03	7 12	8	..C. H. & D. Junc..	197	9 25	4 52
11 20	7 30	15	...Madisonville...	190	9 08	4 35
11 53	8 03	26	... **Loveland** ...	179	8 38	4 03
12 16	8 26	35	Gosh. & Wil. Pike	170	8 11	3 35
12 34	8 43	42	. **Blanchester** [2].	163	7 52	3 16
1 02	9 10	51	...Martinsville ...	154	7 25	2 47
1 20	9 26	58	.....Vienna.....	147	7 07	2 28
1 36	9 41	63	....Lexington....	142	6 51	2 11
1 53	9 56	69	.....Monroe.....	136	6 35	1 53
2 10	10 12	75	....Greenfield....	130	6 18	1 32
2 37	10 39	86	....Frankfort.....	119	5 51	1 03
3 15	11 23	99	..**Chillicothe** [3]..	106	5 22	12 33
3 33	11 41	106	....Schooley's....	99	4 57	11 55
3 45	11 53	111	.. Londonderry ..	94	4 45	11 43
4 04	12 11	118	.....Raysville.....	87	4 27	11 24
4 34	12 39	129	....**Hamden** [4]...	76	3 56	10 49
4 56	1 01	136	.Vinton Furnace.	69	3 25	10 26
5 06	1 11	140	.....**Zaleski**.....	65	3 23	10 14
5 26	1 29	146	....Moonville	59	3 05	9 56
6 02	1 51	153	....Marshfield....	52	2 44	9 33
6 20	2 10	160	.....**Athens**.....	45	2 10	9 13
6 39	2 29	166	.....Warren's....	39	1 47	8 53
6 59	2 43	170	.. New England ..	35	1 33	8 33
7 31	3 13	179	.....Cutler.....	26	1 03	8 01
7 55	3 35	186	.... Vincent's	19	12 40	7 36
8 36	4 11	196	..Scott's Landing..	9	12 08	7 02
8 56	4 25	199	ar..**Marietta**..lv.	12	11 35	6 30
9 05	4 34	205	.....**Belpre**.....	0	11 40	6 30
			.**Parkersburg** [5].			
A. M.	P. M.		ARRIVE LEAVE		A.M.	P. M.

An Accom. Train leaves Cincinnati at 3 45 p.m., arriving at Chillicothe at 8 35 p.m. Leaves Chillicothe at 5 00 a.m., arriving at Cincinnati 10 15 a.m.

Portsmouth Branch.—Trains leave Hamden for Portsmouth at 6 50 a. m. and 4 00 p. m. Returning, leave Portsmouth at 9 15 a.m. and 1 50 p.m.

Blanchester & Hillsboro' Branch.—Train leaves Blanchester for Hillsboro' at 8 45 & 5 55 p.m. Returning, leaves Hillsboro' 6 30 a.m. & 3 40 p. m.

1. Connects with railways diverging from Cincinnati.
2. Hillsboro' Branch diverges.
3. Crosses Ohio Canal.
4. Junction of Portsmouth Branch.
5. Connects with Parkersburg Branch of Balt. & Ohio R'way, p. 202, forming a through route between Baltimore, Cincinnati, and St. Louis.

SOUTHERN PACIFIC RAILWAY.

R. B. HALL, Pres.; W. A. HAUSER, Vice-Pres.; and JOHN HEWITT, Supt., Marshall, Texas.

Stations.—Marshall, Scottsville, Jonesville, Waskom's, Greenwood, Beckville, and Shreveport. Distance, 42 miles.

ALLEGHENY VALLEY RAILWAY.

WM. PHILLIPS, Pres. and Gen. Supt.; T. M. KING, Asst. Supt.; and W. FOSTER HOPE, Gen. Ticket Agent, Pittsburg, Pa. [*Nov.* 22.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A.M.		LEAVE ARRIVE		P. M.	A. M.
7 10	7 15	0	... **Pittsburg** ...	132	5 33	6 30
7 40	7 30	3	..Lawrenceville ..	129	5 17	6 15
7 50	7 40	4	..**Sharpsburg**..	128	5 06	6 05
8 00	7 46	6	.....Brilliant.....	126	5 00	
8 08	7 53	8	.....Ireland's.....	122	4 54	5 40
8 30	8 14	12	.....**Hulton**.....	120	4 39	5 20
8 45	8 24	15	.....Johnston.....	117	4 30	
	8 28	17	..Logan's Ferry..	115	4 25	5 00
8 57	8 31	18	....Parnassus.....	114	4 22	
9 20	8 46	22	... **Chartiers**...	110	4 11	
9 25		23	...Soda Works...	109		4 35
9 45	8 58	28	..Garver's Ferry..	104	3 53	
9 53	9 05	29	..**Kiskiminitis**.	103	3 48	4 10
10 15	9 22	34	...White Rock...	98	3 34	3 48
10 52	9 50	43	....Manorville....	89	3 05	
11 00	10 00	44	....Kittanning....	88	2 58	3 00
11 55	10 33	55	....Mahoning.....	77	2 05	2 12
12 50	11 09	67	...Phillipsburg...	65	1 33	1 15
1 00	11 16	69	.**Brady's Bend**.	63	1 25	1 00
1 31	11 45	80	.... Monterey....	52	12 57	12 25
2 09	12 10	86	..... Foxton	46	12 31	11 50
3 10	1 00	100	.... Rockland	32	11 55	10 44
4 24	1 46	117	.....Foster.....	15	11 00	9 15
4 56	2 09	125	....**Franklin**....	8	10 35	8 35
5 18	2 25	129	.....**Reno**.....	3	10 20	8 15
5 30	2 35	132	.**Venango City**.	0	10 10	8 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Accom. Train leaves Pittsburg for Brady's Bend at 3 05 p. m. Returning, leaves at 6 00 a. m.

Mixed Train leaves Brady's Bend for Venango City at 12 45 p. m. Returning, leaves at 7 00 a. m.

Connects at Oil City with Oil Creek & Allegheny River Railway, and Atlantic & Gt. Western Railway.

LITTLE SCHUYLKILL RAILWAY.

G. A. NICOLLS, Gen. Superintendent, Reading, Pa.

Trains leave Port Clinton for Drehrsville, Ringgold, Centerville and Tamaqua, at 11 40 A. M. and 6 50 P. M. Returning, leave Tamaqua for Port Clinton at 8 30 A. M. and 2 20 P. M.

Distance, 20 miles. Fare, 70 cents.

Connects at Port Clinton with Philadelphia & Reading Railway; at Tamaqua, by Stages for Mahanoy City, Mauch Chunk, and Pottsville, east and west.

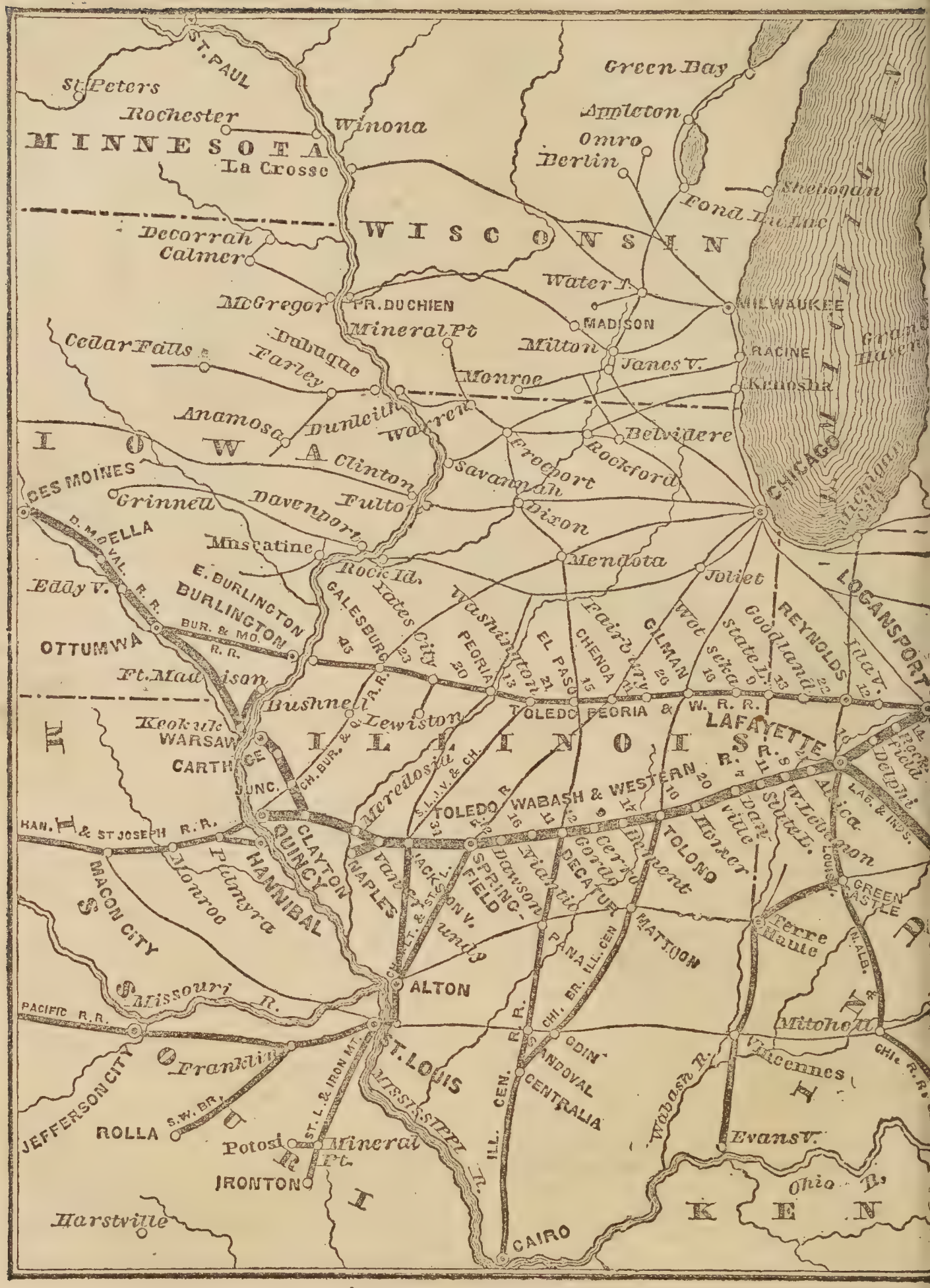
AVON, GENESEO & MOUNT MORRIS RAILWAY.

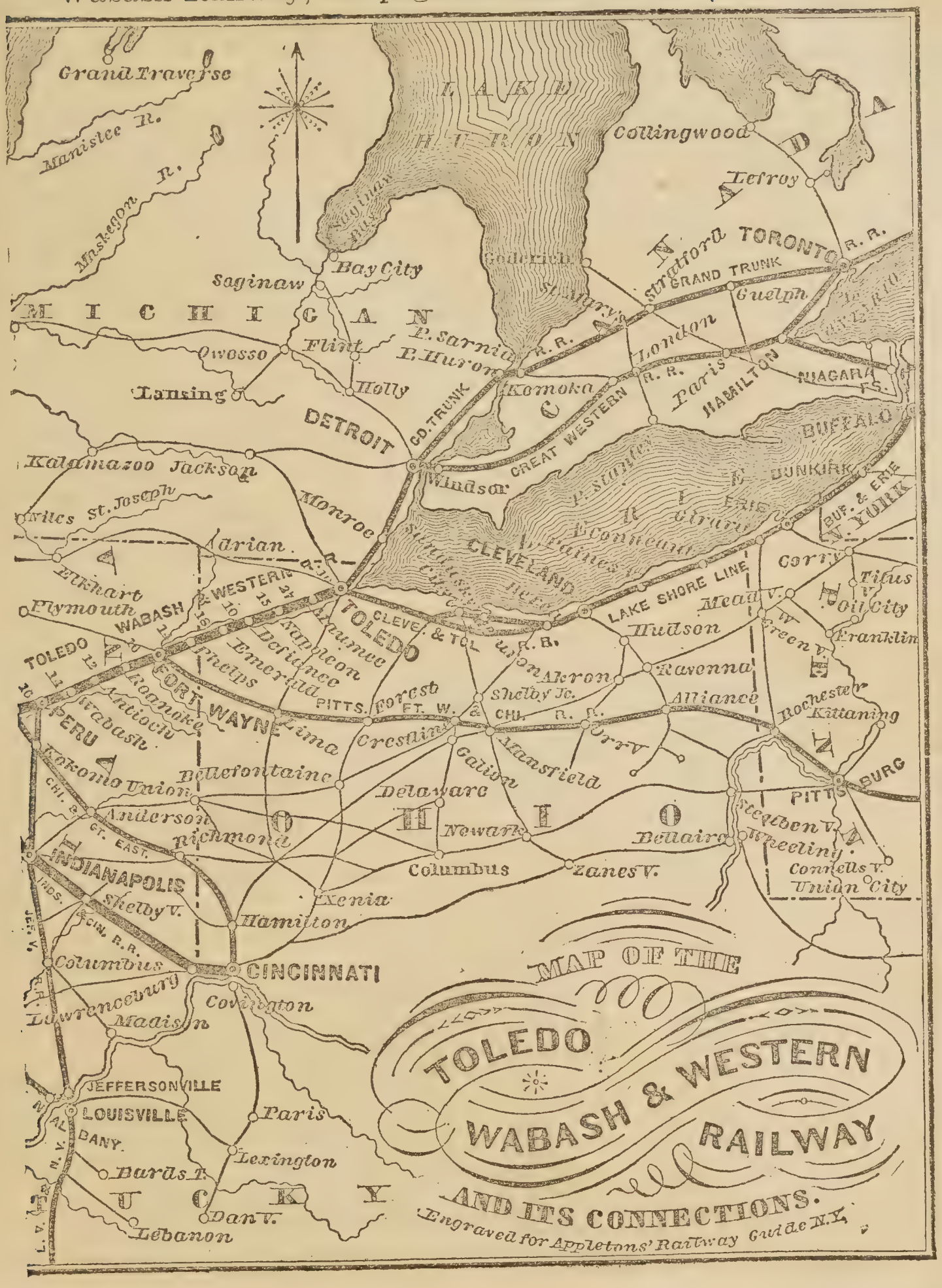
WILLIAM KIDD, President, and GEO. W. PHELPS, Supt., Mt. Morris, N. Y. [*Nov.* 23.

Trains leave Avon for Geneseo, Cuylerville and Mt. Morris at 10 35 A. M., and 5 40 P. M.

Leave Mt. Morris for Avon at 8 30 A. M., and 3 40 P. M. Distance, 16 miles. Fare, — cents.

Connects at Avon with Buffalo Division of Erie Railway, and at Mt. Morris with Stages for Nunda, Portage and Perry.


MINNESOTA
WISCONSIN
IOWA
ILLINOIS
MISSOURI
KENTUCKY
St. Peters
Rochester
La Crosse
Winona
Green Bay
Appleton
Omro
Berlin
Sheboygan
Fond du Lac
Decorrah
Calmer
McGregor
PR. DU CHIEN
Mineral Pt
Dubuque
Farley
Cedar Falls
Water T.
MADISON
Milton
Janes V.
MILWAUKEE
RACINE
Kenosha
Monroe
Anamosa
Dunleith
Warren
Belvidere
Rockford
Freeport
Savanna
Clinton
Fulton
Davenport
Grinnell
DES MOINES
Dixon
Mendota
Joliet
Muscatine
Rock Id.
Yates City
Galesburg
Washington
Peoria
El Paso
Chenoa
Fairbury
Gilman
Watseka
State L.
Goodland
Reynolds
Lafayette
Eddy V.
E. BURLINGTON
BURLINGTON
OTTUMWA
Ft. Madison
Bushnell
Lewistown
Keokuk
WARSAW
CARTHAGE
Meredosia
TOLEDO PEORIA & W. R. R.
TOLEDO, WABASH & WESTERN
Decatur
Springfield
Dawson
Vandalia
Cerro Gordo
Bement
Tolono
Danville
Hoopeston
Stuart
W. Lebanon
Attica
Delphi
Frankfort
Lafayette
Greencastle
Terre Haute
Mattoon
Paris
Quincy
Hannibal
Clayton
Naples
Jacksonville
Monroe
Palmyra
Macon City
Missouri R.
Alton
St. Louis
Mississippi R.
Franklin
Jefferson City
Rolla
Potosi
Mineral Pt.
Ironton
Harstville
Cairo
Centralia
Sandoval
Odin
Mitchell
Vincennes
Evansv.
Wabash R.
Ohio R.
Chicago
Michigan
Lake Michigan
Grand Haven
Logansport
Hav.
Pacific R.R.
Han. & St Joseph R.R.
Burl. & Mo. R.R.
Val. R.R.
Ill. Cen. R.R.
Chi. Br. Ill. Cen.
Chi. Br. R.R.
Chi. R.R.
Ind. & Ill. R.R.
Ch. Bur. & Q. R.R.
S.L.J.V. & Ch.
St. L. & Iron Mt.
S.W. Br.
Louisv.
Ind. & Ill.
Ill. Cen.


MAP OF THE
TOLEDO
WABASH & WESTERN
RAILWAY
AND ITS CONNECTIONS.
Engraved for Appletons' Railway Guide N.Y.
LAKE HURON
MICHIGAN
CANADA
Grand Traverse
Manistee R.
Muskegon R.
Saginaw
Bay City
Flint
Owosso
Lansing
Holly
P. Sarnia
P. Huron
Goderich
Collingwood
Stratford
TORONTO
R. R.
GRAND TRUNK
Guelph
London
Paris
HAMILTON
NIAGARA
Komoka
GO. TRUNK
DETROIT
Kalamazoo
Jackson
Niles
St. Joseph
Monroe
Windsor
CREAT WESTERN
BUFFALO
BUNKIRK
P. STANLEY
LAKE ERIE
CLEVELAND
Adrian
Elkhart
Plymouth
WABASH
WESTERN
TOLEDO
CLEVE. & TOL. R. R.
LAKE SHORE LINE
Hudson
Akron
Ravenna
Alliance
Rochester
Kittanning
Corry
Titus
Oil City
Franklin
Meadville
Greenville
BUF. & ERIE
N. YORK
Napoleon
Defiance
Emerald
Phelps
Antwerp
Roanoke
Wabash
PERU
FORT WAYNE
PITTS.
Forest
FT. W.
Shelby Jc.
CHI. R. R.
Lima
Crestline
Galion
Mansfield
Orrville
Kokomo
Union
Bellefontaine
Delaware
Newark
Bellaire
Steubenville
Wheeling
Connells V.
Union City
PITTSBURG
Anderson
Richmond
CHI. & CT. EAST.
INDIANAPOLIS
Shelby V.
Columbus
Zanes V.
Xenia
Hamilton
CIN. R. R.
CINCINNATI
Covington
Madison
Lawrenceburg
JEFFERSONVILLE
LOUISVILLE
ALBANY
Paris
Lexington
Burds T.
Danville
Lebanon
OHIO
KENTUCKY

TOLEDO, WABASH & WESTERN RAILWAY.

(*Comprising Toledo & Wabash, Gt. Western (Ill.), Quincy & Toledo, and Ill. & Sou. Iowa Railways.*)

Hon. A. Boody, President, New York City. John N. Drummond, Vice-Pres., Sec. and Treas.; Warren Colburn, Asst. Pres.; and G. H. Burrows, Gen. Supt., Toledo, O. D. A. Collins, Supt. Ohio and Indiana Div., Lafayette, Ind. Rob't Andrews, Supt. Illinois Div., Springfield, Ill. John B. Carson, Gen. Freight Agent, Toledo, O. W. W. Booraem, Asst. Gen. Freight Agent, Springfield, Ill. John U. Parsons, Gen. Ticket Agent, and H. C. Goodell, Gen. Pass. Agent, Toledo, O. W. P. Robinson, Gen. Eastern Agent, 254 Broadway, New York. [*Dec.* 13.

Westward Trains.				Eastward Trains.									
Mail.	Exp.		Mls.	STATIONS.	Exp.	Mail.	Acc.	Mail.	Exp.	Mls.	STATIONS.	Exp.	Mail.	Acc.
P. M.	A. M.			LEAVE ARRIVE	A. M.	P. M.		P. M.	A.M.		LEAVE ARRIVE	A. M.	P. M.	
								12 45	12 30	0	.....**Toledo** [1]....	6 15	4 45	
A.M.							A.M.	A. M.	P. M.			P. M.	night	P.M.
12 45	12 30		0	.....**Toledo** [1]....	6 15	4 45	5 00	8 00	5 15	362	..**Springfield** [8]..	12 45	12 00	8 30
1 13	12 57		9	.....Maumee.....	5 45	4 23	5 15	8 10	5 30	364	.C. & A. Junction.	12 38	11 50	8 20
1 34	1 19		17	... Whitehouse ...	5 23	4 03	5 50	8 34	5 50	371	.....Curran.....	12 18	11 30	7 42
1 56	1 45		26	... Washington...		3 42	6 30	8 57	6 10	379	.....Berlin.....	11 55	11 10	7 05
2 05	1 54		30	.....Liberty.....	4 48	3 35	6 42	9 06	6 18	381	...Island Grove...	11 48	11 02	6 50
2 19	2 12		36	... **Napoleon** ...	4 30	3 23	7 03	9 20	6 30	386	....Alexander's...	11 36	10 47	6 30
2 31	2 28		43	.....Oakland.....	4 15	3 12	7 15	9 27	6 37	388	.....Orleans.....	11 30	10 38	6 15
2 55	2 56		51	....**Defiance**....	3 49	2 55	8 45	10 15	7 15	396	.**Jacksonville** [9].	11 05	10 10	5 30
3 18	3 23		61	.....Emerald	3 23	2 29	9 15	10 36	7 27	401	.....Markham....	10 36	9 50	4 42
3 47	3 52		72	.... Antwerp	2 53	1 55	9 51	10 55	7 46	408	...Morgan City...	10 17	9 32	4 00
4 08	4 14		80	....Woodburn....		1 35	10 09	11 05	7 54	411	..... Neelys.....	10 09	9 24	3 40
4 35	4 39		88	...New Haven...	2 02	1 10	11 15	11 15	8 03	414	.....**Bluffs**.....	10 00	9 15	3 15
5 15	5 00		94	..**Fort Wayne** [2].	1 45	12 50	11 40	11 40	9 40	418	ar...**Naples** ...lv.	9 30	7 40	2 40
6 03	5 36		110	.....Roanoke.....		11 51	11 45	11 30	8 18	420	...**Meredosia**...	9 43	9 00	2 36
6 27	5 55		118	... Huntington...	12 39	11 28	12 27	11 55	8 40	428	.....Versailles....	9 22	8 40	2 00
6 46			124	..... Antioch.....		11 11	12 58	12 14	8 56	434	.....Hersman.....	9 05	8 20	1 30
7 04	6 25		131	.....Lagro	12 08	10 57	1 15	12 23	9 03	437	...Mt. Sterling...	8 55	8 10	1 15
7 19	6 38		136	.... **Wabash**....	11 55	10 43	1 45	12 39	9 20	443	..... Mounds.....	8 39	7 51	12 39
7 42	6 52		141	..... Kellers		10 26	2 30	1 00	9 40	448	....**Clayton** [10]...	8 25	7 35	12 00
8 07	7 12		150	..... **Peru** [3].....	11 24	10 07	3 00	1 15	10 00	454	...Camp Point [11]..	8 00	7 15	11 03
8 25	7 27		158	.....Waverley....	11 09	9 50	3 27	1 28	10 14	459	.... Coatsburg....	7 47	7 03	10 42
8 51	7 46		166	..**Logansport** [4].	10 48	9 28	3 40	1 34	10 20	461	.....Paloma.....	7 41	6 57	10 32
9 07			171	.....Clymers.....		9 14	4 10	1 47	10 35	467	..... Cliola.....	7 25	6 43	10 10
9 32	8 18		180	.....Rockfield. ...	10 11	8 53	5 00	2 10	11 00	476	ar..**Quincy** [12].lv.	7 00	6 20	9 30
9 55	8 38		187	.....Delphi.....	9 55	8 38	2 45	1 00	9 45	448	..... Clayton.....	8 15	7 25	11 00
10 28	8 58		195	...Buck Creek...	9 33	8 14	3 10	1 12	9 58	452	.... Anderson	8 02	7 12	10 33
11 10	9 20		203	...**Lafayette** [5]..	9 15	7 55	3 27	1 20	10 06	455	C., B. & Q. Junc.[13]	7 53	7 04	10 15
11 58	9 51		210	.....Wea.....		7 12	3 47	1 30	10 15	458	..... Chatton.....	7 43	6 54	9 57
12 05	9 58		212	... West Point ...	8 25	7 06	4 25	1 48	10 34	463	..... Bowen	7 24	6 36	9 20
12 18	10 11		219	.. Independence ..		6 52	4 55	2 03	10 48	468	..... Denver	7 09	6 22	8 53
12 32	10 22		224	.....Attica	8 02	6 40	5 21	2 15	11 00	472	..... Bentley.....	6 56	6 09	8 28
12 41	10 32		227	...Williamsport...	7 53	6 32	5 54	2 32	11 18	477	.... Carthage	6 39	5 54	7 55
12 53	10 42		232	..West Lebanon..		6 19	6 35	2 50	11 36	483	.... Elvaston	6 20	5 35	7 15
1 04	10 50		236	....Marshfield....	7 28	6 07	7 15	3 10	11 56	489	...**Hamilton** ...	6 00	5 15	6 30
1 17	11 02		243	....State Line....	7 15	5 51		3 40	12 30	490	....**Keokuk** [14]..	5 30	4 45	
1 45	11 25		250	....**Danville**....	6 55	5 30	P.M.	P. M.	A.M.		ARRIVE LEAVE	A. M.	P. M.	A.M.
1 53	11 32		252	..... Tilton.....	6 43	5 18								
2 04	11 43		256	..... Catlin.....	6 32	5 10								
2 25	12 05		263	....Fairmount....	6 11	4 50								
2 46	12 22		270	..... Homer	5 50	4 33								
3 06	12 38		276	.....Sidney	5 32	4 17								
3 50	1 30		286	.....**Tolono** [6]....	5 00	3 50								
4 40	2 17		303	.....Bement	3 48	3 00								
5 07	2 40		312	...Cerro Gordo...	3 21	2 35								
5 28	3 00		319	... Sangamon....	3 00	2 15								
6 00	3 20		324	....**Decatur** [7]...	2 45	2 00								
6 21	3 42		331	... Harristown ...	2 18	1 33								
6 33	3 54		335	.....Niantic	2 06	1 22								
7 00	4 21		345	....Lanesville....	1 39	12 55								
7 09	4 30		348	..Mechanicsburg..	1 30	12 47								
7 18	4 38		351	..... Dawson.....	1 22	12 39								
7 30	4 50		355	.....Howlett.....	1 10	12 27								
7 50	5 10		362	.. **Springfield** [8].	12 50	12 08								
A. M.	P. M.			ARRIVE LEAVE	P. M.	night								

1. Connects with Cleveland & Toledo, Dayton & Michigan, Detroit, Monroe & Toledo, and Nor. Ind. Air Line Railways.
2. Connects with Pittsburg, Fort Wayne & Chicago Railways.
3. Connects with Peru & Indianapolis Railway.
4. Connects with Toledo, Logansport & Burlington Railway.
4. Connects with Chicago & Great Eastern Railway.
5. Connects with Lafayette & Indianapolis Railway.
5. Crossing of Louisville, New Albany & Chicago Railway.
6. Connects with Chicago Branch of Illinois Central Railway.
7. Connects with Main Line of Illinois Central Railway.
8. Connects with St. Louis, Alton & Chicago Railway.
8. Connects with Pana, Springfield & Northwestern Railway.
9. Connects with St. Louis, Jacksonville & Chicago Railway.
10. Junction of Keokuk Branch.
11. Connects with Chicago, Burlington & Quincy Railway.
12. Connects with Quincy & Palmyra and Hannibal & St. Joseph Railways and Mississippi River Steamers.
13. Connects with Chicago, Burlington & Quincy Railway.
14. Connects with Des Moines Valley and Keokuk, Fort Madison & Mt. Pleasant Railways and Mississippi River Steamers.

DES MOINES VALLEY RAILWAY.

[*Operated by Kilbourne, Leighton & Co., Lessees.*]

Hon. D. W. Kilbourne, Pres.; Carlton H. Perry, Vice-Pres.; Milo Smith, Supt.; and John Givin, Gen. Freight & Ticket Agent, Keokuk, Iowa. [*Nov.* 23.

Mxd.	Exp.	Mail.	Mls.	STATIONS.	Mail.	Exp.
	P. M.	A. M.		LEAVE ARRIVE	P. M.	A. M.
	4 00	8 00	0	.....**Keokuk** [1]...	3 00	3 00
	4 30	8 35	10	.....Melrose.....	2 30	2 30
	4 40	8 50	14	...Sand Prairie...	2 20	2 20
	4 57	9 10	20	.... .Belfast.....	2 00	2 00
	5 15	9 30	25	.....Croton.....	1 45	1 45
	5 30	9 50	30	... Farmington...	1 30	1 25
	5 47	10 15	35	....Bonaparte....	1 10	1 07
	6 00	10 27	39	...Bentonsport...	1 00	12 55
	6 20	10 50	45	.....Summit.....	12 37	12 35
	6 35	11 05	48	....Kilbourne....	12 22	12 20
	7 00	11 30	55	.....Douds.....	12 00	12 00
	7 15	11 45	59	.. Independent...	11 45	11 45
	7 27	11 57	63	.....Ashland.....	11 35	11 35
	7 40	12 10	67	.....Alpine.....	11 25	11 25
	8 10	12 40	76	ar } **Ottumwa** [2] { lv	11 00	11 00
	8 25	12 55		lv }	10 45	10 45
	8 50	1 20	84	....Comstocks....	10 25	10 20
	9 10	1 45	92	.... Eddyville....	10 02	10 00
	9 35	2 15	101	.....Oskaloosa....	9 40	9 35
	9 55	2 35	108	.....Leighton.....	9 20	9 15
	10 17	3 00	116	.....Pella.....	9 00	8 52
	10 35	3 25	123	.....Otley.....	8 40	8 30
	11 00	3 45	130	.....Monroe.....	8 25	8 10
	11 25	4 20	140	...Prairie City...	8 00	7 40
	11 45	4 40	147	....Woodville....	7 45	7 20
	12 30	5 30	162	..**Des Moines** [3].	7 00	6 30
	A. M.	P. M.		ARRIVE LEAVE	A. M.	P. M.

[1] Connects with Toledo, Wabash & Western Railway for all points east and south-east; and with Mississippi River Steamers for all points both north and south.
[2] Con. with Burlington & Missouri River Railway.
[3] Connects with Western Stage Lines for Omaha, and all points in Central and Western Iowa, Kansas, Nebraska, &c., &c.

KEOKUK & ST. PAUL RAILWAY.

Edward Kilbourne, President & Gen. Supt.; Guy Wells, Chief Eng. & Asst. Supt.; E. K. Buell, Gen. Ticket Agent; and Geo. M. Seaton, Gen. Freight Agent. Keokuk, Io. [*July* 5.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
4 15	7 45	0	... **Keokuk** [1] ...	78	12 30	6 30
4 40	8 05	6	.... Sandusky	72	12 05	6 05
5 05	8 30	12	... **Montrose** ...	66	11 40	5 45
5 30	8 50	17	.....Junction.....	61	11 10	5 20
6 00	9 15	25	**Fort Madison** [2]	53	10 45	5 00
P. M.	A. M.	50	...Mt. Pleasant...	28	A. M.	P. M.
		78	..**Washington**..	0		
			ARRIVE LEAVE			

[1] Connects with Keokuk and St. Louis packets.
[2] Connects with packets for Burlington, and Chicago, via Chicago, Burlington & Quincy Railway.

BURLINGTON & MISSOURI RIVER R'WAY.

J. W. Brooks, Pres., Detroit, Mich. C. E. Perkins, Supt.; A. E. Touzalin, Gen. Ticket Agent, and G. C. Morton, Gen. Freight Agent, Burlington, Iowa. [*Jan.* 3.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
5 45	11 10	0	..**Burlington** [1]..	180	2 50	5 45
6 30	11 40	9	...Middletown....	171	2 22	5 06
6 51	11 53	13	.....Danville.....	167	2 10	4 50
7 15	12 12	19	...New London...	161	1 51	4 15
8 12	12 40	28	...Mt. Pleasant...	152	1 22	3 30
8 40	1 00	35	....Checauqua....	145	1 00	2 56
10 00	1 52	51	.... Fairfield.....	129	12 10	1 44
10 20	2 08	56	.....Whitfield....	124	11 52	1 13
10 46	2 27	62	.....Batavia.....	118	11 33	12 46
11 17	2 50	69	...Agency City...	111	11 10	12 16
12 15	3 40	75	....**Ottumwa** [2]...	105	10 50	11 45
5 30		161	..**Des Moines**..		7 00	6 30
1 00	4 15	83	....Chillicothe....	97	9 30	10 23
1 48	4 51	92	.....Frederic....	88	8 45	9 35
2 35	5 23	100	..... Albia.....	80	8 05	8 52
4 00	6 20	115	.....Melrose.....	65	6 45	7 32
6 00	7 45	130	....**Chariton**....	50	5 30	6 15
6 40	8 25	138	..... Lucas.....	42	4 20	5 00
7 32	9 15	147	....Woodburn....	33	3 35	4 10
8 40	10 00	156	.....Osceola.....	24	2 45	3 25
9 35	10 50	166	.....Oakland.....	14	1 55	2 20
10 10	11 20	172	.....Thayer.....	8	1 25	1 45
11 00	12 00	180	.....**Afton** [3]....	0	12 45	1 00
A. M.	night		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Chicago, Burlington & Quincy Railway, and with Steamers on the Mississippi River, up and down.
[2] Connects with Des Moines Valley Railway.
[3] Connects with Western Stage Co. for all points in Western and S. W. Iowa and Northern Missouri.

ST. PAUL & PACIFIC RAILWAY.—First Div.

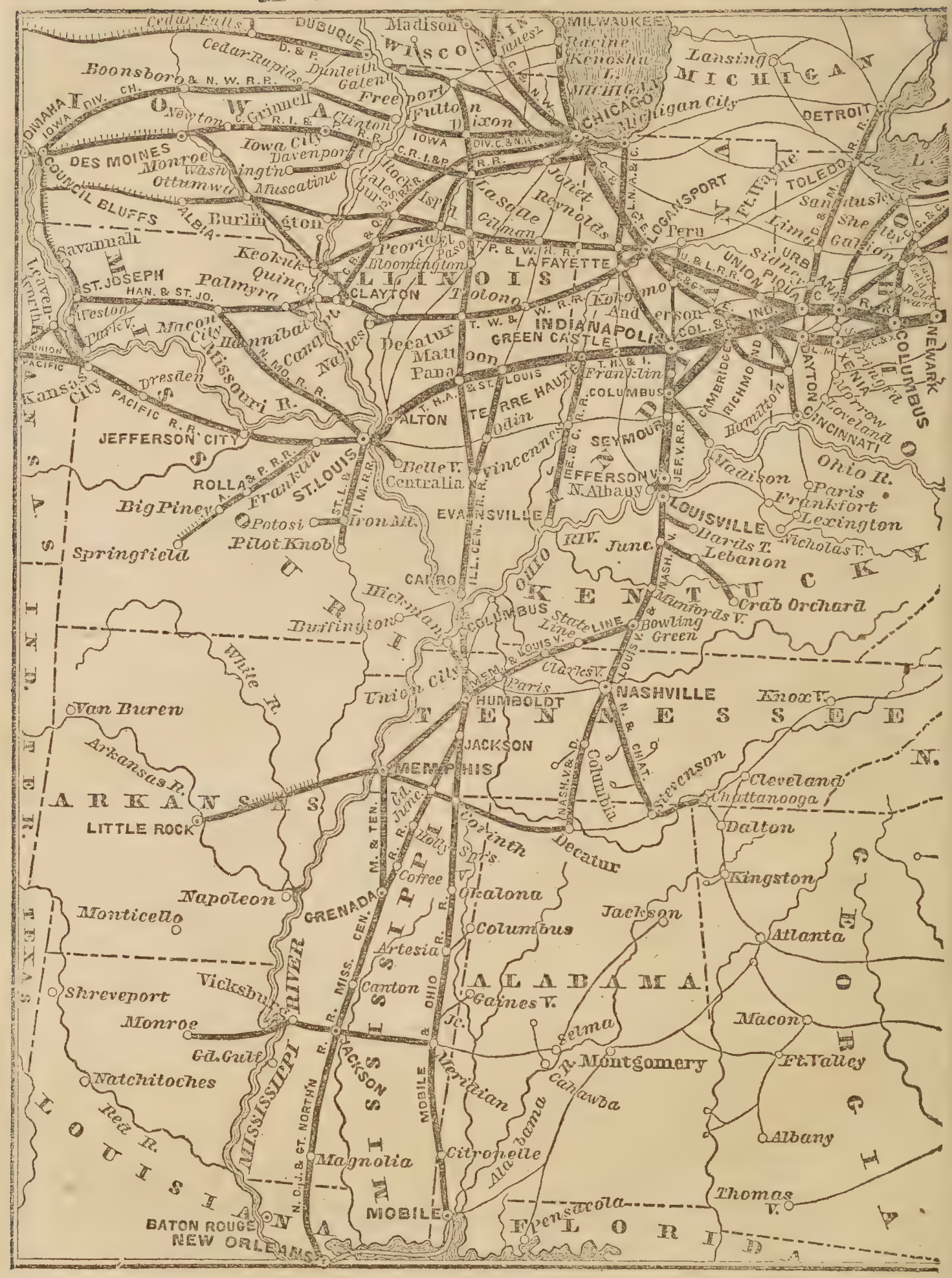
Geo. L. Becker, Pres.; Wm. B. Litchfield, Gen. Manager; F. R. Delano, Supt.; J. H. Randall, Gen. Ticket Agent; and J. W. Doran, Gen. Freight Agent, St. Paul, Minn. [*April* 5.

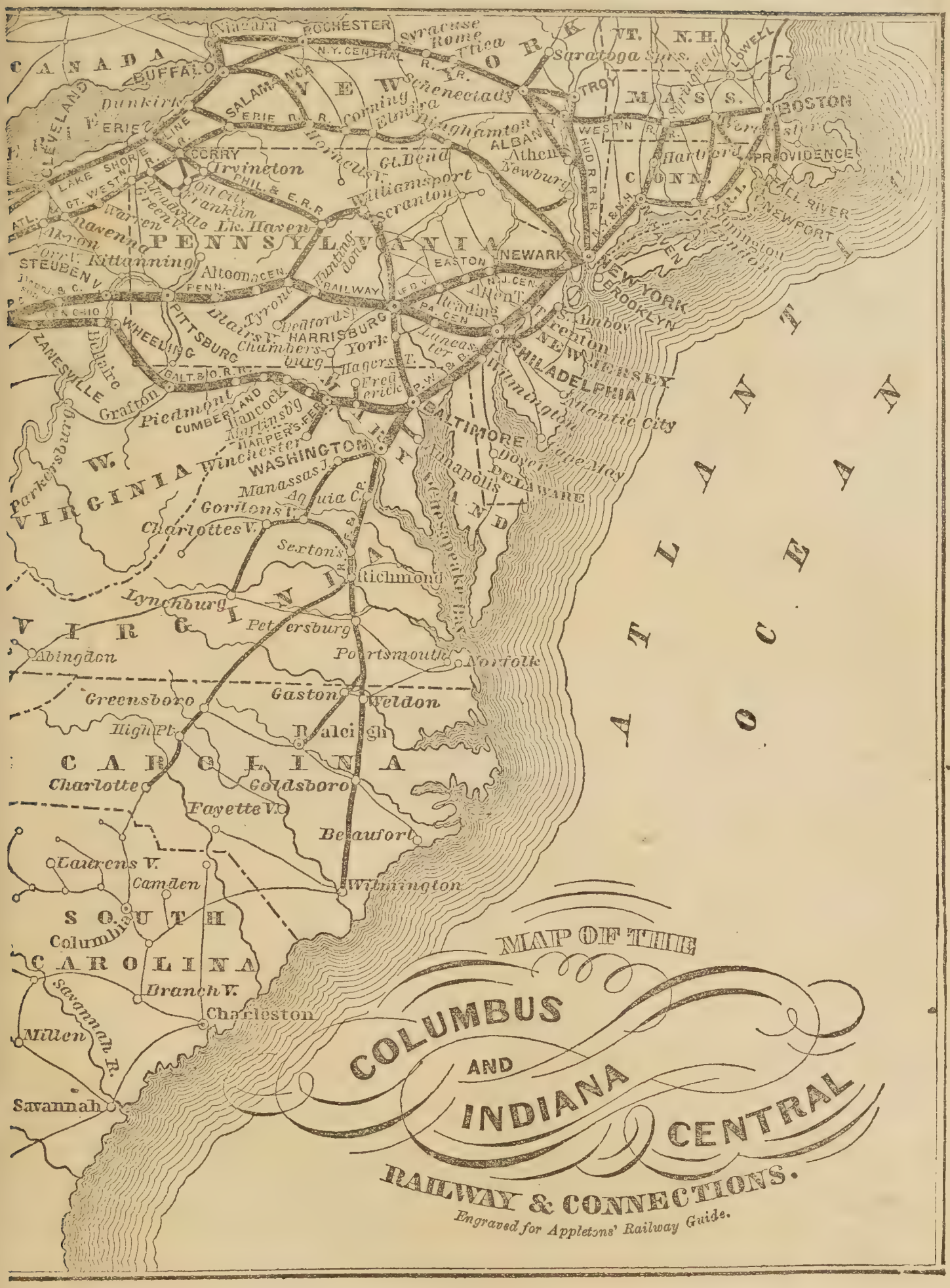
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 40	8 00	0	....**St. Paul**....	75	11 30	6 00
3 25	8 45	10	...St. Anthony...	65	10 50	5 25
3 50	9 10	18	.... Manomin	57	10 15	4 55
4 25	9 40	30	.....Anoka.....	45	9 40	4 25
5 00	10 00	36	.....Itasca.....	39	9 05	3 55
5 25	10 20	40	....Elk River....	35	8 45	3 40
6 00	10 50	50	.....Big Lake.....	25	8 10	3 10
6 40	11 30	65	... Clear Lake ...	10	7 30	2 30
7 10	12 00	75	...**St. Cloud** [1]...	0	7 00	2 00
P. M.	M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with daily Stages for the Sauk Valley, and tri-weekly Stages for Fort Abercrombie, Fort Ripley, Little Falls, and Crow Wing.

St. Paul, St. Anthony and Minneapolis Trains.

Leave St. Paul depot at 6 45, 8 00 & 8 45 a. m., and 1 00, 2 40 & 6 00 p. m. Leave St. Anthony depot at 7 20, 9 20 & 10 50 a. m., and 1 40, 5 25 & 6 40 p. m.


Cedar Falls
DUBUQUE
Madison
WISCONSIN
MILWAUKEE
Racine
Kenosha
Lansing
MICHIGAN
Cedar Rapids
Boonsboro
Dunleith
Galena
Freeport
Fulton
Dixon
CHICAGO
Michigan City
DETROIT
OMAHA
IOWA
Newton
Grinnell
Clinton
Iowa City
Davenport
DES MOINES
Monroe
Washington
Ottumwa
Muscatine
Rock Isl.
Galesburg
Joliet
Reynolds
La Salle
Ft. Wayne
TOLEDO
Sandusky
Lima
Shelby
Galion
COUNCIL BLUFFS
ALBIA
Burlington
Savannah
Peoria
Bloomington
Peru
LOGANSPORT
Keokuk
Quincy
Palmyra
ST. JOSEPH
HAN. & ST. JO.
CLAYTON
ILLINOIS
LAFAYETTE
Tolono
Kokomo
Anderson
INDIANAPOLIS
GREEN CASTLE
Macon City
Hannibal
Camp Nelson
Decatur
Mattoon
Pana
Dresden
Missouri R.
Kansas City
PACIFIC R.R.
JEFFERSON CITY
ALTON
TERRE HAUTE
Odin
Vincennes
Franklin
COLUMBUS
SEYMOUR
CAMBRIDGE
RICHMOND
DAYTON
COLUMBUS
NEWARK
XENIA
Springfield
Morrow
Loveland
CINCINNATI
Hamilton
Madison
Ohio R.
Paris
Frankfort
Lexington
Nicholas V.
Belle V.
Centralia
ROLLA
Big Piney
Potosi
Iron Mt.
ST. LOUIS
Pilot Knob
Springfield
EVANSVILLE
N. Albany
JEFFERSON V.
LOUISVILLE
Bards T.
Lebanon
Junc.
KENTUCKY
CAIRO
Hickman
Burlington
COLUMBUS
State Line
Munfords V.
Bowling Green
Crab Orchard
White R.
Union City
Paris
Clarks V.
HUMBOLDT
NASHVILLE
Knox V.
Van Buren
TENNESSEE
JACKSON
MEMPHIS
Arkansas R.
Columbia
Stevenson
Chattanooga
Cleveland
ARKANSAS
LITTLE ROCK
Dalton
Corinth
Decatur
Holly Springs
Coffee
Okalona
Kingston
Napoleon
Monticello
GRENADA
Columbus
Jackson
Atlanta
Artesia
Canton
Vicksburg
Shreveport
MISSISSIPPI RIVER
ALABAMA
Gaines V.
Monroe
Jc.
Selma
Macon
Gd. Gulf
Montgomery
Ft. Valley
Natchitoches
Meridian
Alabama
Chattahooch
Red R.
LOUISIANA
Magnolia
Citronelle
Albany
Thomas V.
Pensacola
MOBILE
BATON ROUGE
NEW ORLEANS
FLORIDA


MAP OF THE
COLUMBUS
AND
INDIANA
CENTRAL
RAILWAY & CONNECTIONS.
Engraved for Appletons' Railway Guide.
CANADA
NEW YORK
VT.
N.H.
MASS.
CONN.
R.I.
PENNSYLVANIA
NEW JERSEY
DELAWARE
MARYLAND
W. VIRGINIA
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
ATLANTIC OCEAN
Niagara
ROCHESTER
Syracuse
Rome
Utica
Saratoga Springs
TROY
BOSTON
BUFFALO
Dunkirk
ERIE
CLEVELAND
SALAMANCA
Schenectady
Corning
Elmira
Binghamton
ALBANY
Athens
Newburgh
Hartford
PROVIDENCE
CORRY
Irvineton
Oil City
Franklin
Warren
Meadville
Lk. Haven
Williamsport
Scranton
Gt. Bend
Hornellsville
Hunting-dom
Altoona
Kittanning
STEUBEN
PITTSBURG
WHEELING
ZANESVILLE
Bellaire
Grafton
Parkersburg
Piedmont
CUMBERLAND
Hancock
Martinsbg
HARPERS FERRY
Winchester
WASHINGTON
Manassas J.
Aquia C.
Gordonsv.
Charlottesv.
Sexton's
Richmond
Lynchburg
Petersburg
Abingdon
Portsmouth
Norfolk
Greensboro
Gaston
Weldon
High Pt.
Raleigh
Charlotte
Goldsboro
Fayetteville
Beaufort
Laurens V.
Camden
Wilmington
Columbia
Branch V.
Charleston
Millen
Savannah R.
Savannah
NEWARK
EASTON
NEW YORK
BROOKLYN
Amboy
Trenton
PHILADELPHIA
Atlantic City
Cape May
BALTIMORE
Annapolis
Dover
HARRISBURG
York
Chambers-burg
Bedford
Tyrone
Altoona
Lancaster
Wilmington
Fredericksburg
Hagerstown
Lewisburg
Tamaqua
Allentown
Easton
Newport
Fall River
Lowell
Andover
Springfield
Worcester
Hudson
Albany
Troy
Schenectady
Utica
Rome
Syracuse
Oswego
Lake Ontario
Lake Erie
Lake Michigan
Lake Huron
Lake Superior
Lake Shore R.
Gt. West'n R.
Erie R.
Phil. & E. R.R.
Pennsylvania R.
Pitts. & C.
Pa. & Ohio
Balt. & O. R.R.
Pa. Cen.
N.J. Cen.
Lehigh Valley
Hudson R.R.
West'n R.R.
Boston & Albany
Boston & Lowell
Boston & Providence
Fall River
Newport
Commonwealth
Norfolk & Western
Richmond & Danville
Atlantic & Gulf
Wilmington & Weldon
Seaboard & Roanoke
Savannah R.

COLUMBUS, CHICAGO & INDIANA CENTRAL RAILWAY.

(Late Columbus & Indiana Central Railway.)

B. E. Smith, President, Columbus, O. J. E. Young, 1st Vice-Pres., Chicago, Ill. G. Moodie, Secretary. J. Alexander, Treas. W. F. Doggett, Auditor, Columbus, O. J. M. Lunt, Gen. Supt., Indianapolis. J. Hill, Chief Engineer, Urbana, O. C. W. Smith, Gen. Freight Agent, Chicago, Ill. F. Chandler, General Ticket Agent, Indianapolis, Ind. N. E. Scott, Gen. Western Passenger Agent, Chicago, Ill. Wm. Romans, Master Mechanic. C. B. Mansfield, Purchasing Agent, Columbus, O. J. H. Miller, Gen. East'n Pass. Ag't, 526 Broadway, N. Y. D. Kilgore, New England Ag't, 72 Washington st., Boston.

FIRST DIVISION.—J. F. Miller, Supt., and C. G. Mac, Asst. Supt. [*Jan.* 17.

Eastward Bound Trains.

STATIONS.	Mls.	Day Express.	Night Express.*	Mail Express.
TRAINS LEAVE				
Indianapolis 1...	0	2 45 A.M.	7 45 P.M.	10 20 A.M.
Engine House.....	1		7 49 "	10 25 "
Cumberland.....	11			10 55 "
Philadelphia.....	17		8 25 "	11 12 "
Greenfield.....	21	3 40 "	8 35 "	11 25 "
Cleveland.....	27			11 45 "
Charlottsville.....	29			11 54 "
Knightstown.....	34	4 10 "	9 03 "	12 04 P.M.
Raysville.....	35	4 15 "	9 08 "	12 08 "
Coffin's	39	4 25 "		12 18 "
Lewisville.....	43	4 35 "		12 28 "
Dublin.....	51	4 53 "		12 45 "
CambridgeCity 2	53	4 58 "	9 50 "	1 05 "
Germantown	55			1 08 "
Harvey's.....	57			1 13 "
Centerville.....	63	5 18 "		1 25 "
Richmond 3.....	69	5 30 "	10 28 "	1 40 "
New Paris.....	74	5 42 "		1 55 "
Wiley's.....	79	5 53 "		2 05 "
New Madison.....	83	6 04 "	11 00 "	2 15 "
Weaver's	88	6 15 "		2 27 "
Greenville 4.....	93	6 30 "	11 20 "	2 42 "
Gettysburg.....	101	6 50 "		3 03 "
Bradford Junc. 5	105	7 20 "	11 50 "	3 14 "
Covington	109	7 30 "		3 24 "
Piqua	115	7 45 "	12 12 A.M.	3 40 "
D. & M. Crossing 6..	116	7 50 "	12 15 "	3 45 "
Fletcher	122	8 05 "		4 02 "
Conover	125	8 12 "		4 10 "
St. Paris.....	130	8 25 "		4 22 "
Westville	137	8 43 "		4 40 "
Urbana 7.....	141	8 55 "	1 11 "	4 50 "
Hagenbaugh's	145	9 05 "		5 04 "
Cable	150	9 20 "		5 18 "
Woodstock.....	155	9 30 "		5 30 "
Milford 8.....	160	9 43 "	1 55 "	5 45 "
Unionville.....	166	10 03 "		6 02 "
Pleasant Valley.....	170	10 15 "		6 15 "
Hilliard's.....	178	10 34 "		6 35 "
Scioto.....	184	10 50 "		6 50 "
Columbus 9 ...arr.	188	11 00 "	3 00 "	7 00 "
Cleveland.....	326			6 55 A.M.
Bellaire	325	5 10 P.M.	10 20 A.M.	
Pittsburg.....	381	7 20 "	12 00 "	
Harrisburg.....	630	5 45 A.M.	10 40 P.M.	
Baltimore.....	700	11 10 "	6 55 A.M.	
Washington C...	722	12 25 "	8 40 "	
Philadelphia ...	736	9 50 "	3 00 "	
New York { *Via Allent.*	812	12 20 P.M.	6 10 "	
" *Phila.*	826	1 22 "	6 50 A.M.	
[ARRIVE				

Westward Bound Trains.

STATIONS.	Mls.	Night Express.*	Day Express.	Western Express.	Toledo Express.
TRAINS LEAVE					
Columbus 9	0	12 40 A.M.	1 30 P.M.	6 10 P.M.	8 00 A.M.
Scioto.....	4		1 40 "	6 20 "	8 10 "
Hilliard's.....	10			6 35 "	8 25 "
Pleasant Valley.....	18		2 10 "	6 55 "	8 45 "
Unionville.....	22			7 10 "	9 00 "
Milford 8.....	28	1 55 "	2 35 "	7 25 "	9 15 "
Woodstock.....	33		2 45 "	7 40 "	9 30 "
Cable	38			7 50 "	9 45 "
Hagenbaugh's	43			8 00 "	9 55 "
Urbana 7.....	47	2 45 "	3 15 "	8 20 "	10 05 "
Westville	51			8 30 "	10 20 "
St. Paris.....	58		3 45 "	8 50 "	10 40 "
Conover	63			9 00 "	10 52 "
Fletcher	66		4 02 "	9 08 "	11 00 "
D. & M. Crossing 6..	72	3 43 "	4 15 "	9 20 "	11 15 "
Piqua.....	73	3 50 "	4 18 "	9 25 "	11 20 "
Covington	79		4 30 "	9 40 "	11 40 "
Bradford Junc. 5.....	83	4 20 "	4 55 "	10 00 "	11 50 A.M.
Gettysburg.....	87		5 05 "	10 10 "	
Greenville 4.....	95	4 50 "	5 20 "	10 30 "	
Weaver's.....	100			10 45 "	
New Madison.....	105		5 43 "	11 00 "	
Wiley's	109			11 10 "	Richmond
New Paris.....	114	5 42 "	6 03 "	11 20 "	Accom.
Richmond 3.....	119	5 55 "	6 15 "	11 32 "	10 00 A.M.
Centerville.....	125	6 10 "	6 26 "	11 50 "	10 15 "
Harvey's.....	130				10 28 "
Germantown.....	133			12 10 A.M.	10 34 "
CambridgeCity 2	135	6 50 "	6 50 "	12 20 "	10 40 "
Dublin	137	6 55 "	6 55 "	12 25 "	10 50 "
Lewisville.....	144	7 14 "	7 15 "	12 45 "	11 10 "
Coffin's	149	7 25 "	7 25 "	12 55 "	11 22 "
Raysville.....	153	7 35 "	7 35 "	1 05 "	11 33 "
Knightstown....	154	7 40 "	7 40 "	1 10 "	11 40 "
Charlottsville.....	159	7 51 "	7 52 "	1 12 "	11 54 "
Cleveland	160			1 15 "	11 58 "
Greenfield	167	8 06 "	8 10 "	1 35 "	12 15 P.M.
Philadelphia.....	171		8 25 "	1 45 "	12 30 "
Cumberland.....	177	8 33 "		2 05 "	12 45 "
Engine House.....	187	8 55 "	9 00 "	2 40 "	1 10 "
Indianapolis 1...	188	9 00 "	9 05 "	2 45 "	1 15 "
Lafayette	252	3 10 P.M.	12 00 P.M.	7 45 A.M.	
Terre Haute....	261	12 15 "	11 57 "	6 30 "	4 35 P.M.
Louisville.....	297	4 45 "	2 30 A.M.	8 00 "	
Mattoon.....	317	3 20 "	2 25 "	9 15 "	7 30 "
Pana	355	5 08 "	4 10 "	11 00 "	
Alton	433	9 10 "	8 03 "	3 00 P.M.	
St. Louis.....	450	10 00 P.M.	8 50 "	3 50 "	
Nashville.....	462	3 55 A.M.	5 20 P.M.	5 20 "	
Cairo	509	3 30 "	3 35 "	3 35 "	
[ARRIVE					

Additional Trains.—Leave Indianapolis at 3 40 p.m., arr. at Richmond 7 25 p.m. Leave Bradford Junction at 10 35 a.m., arr. at Columbus 1 50 p.m.

☞ *Trains are run by Columbus Time.* Through Fare, $6.20. Way Fares, about 3½ cents per mile.

1 Connects with Terre Haute & Indianapolis; Jefferson, Madison & Indianapolis; Cincinnati, Lafayette & Indianapolis; and Indianapolis, Peru & Chicago Railways.
2 Connects with Cincinnati & Indianapolis Junction Railway.
3 Connects with Dayton & Western, Cincinnati, Richmond & Chicago, and Chicago & Great Eastern Railways.
4 Crossing of Dayton & Union Railway.
5 Connects with Second Division for Logansport (*next page*).
6 Connects with Dayton & Michigan Railway for Lima, Toledo, and Detroit.
7 Connects with Atlantic & Gt. Western Railway for Mansfield Akron, Meadville, &c.; and with Cincinnati, Dayton & Eastern Railway for Bellefontaine, &c.
8 Crossing of Springfield Branch of Cleveland, Columbus & Cincinnati Railway.
9 Connects with Pittsburg, Columbus & Cincinnati Railway for Steubenville, Pittsburg, &c.; with Central Ohio Railway for Zanesville, Cambridge, Wheeling, &c.; and with Cleveland, Columbus & Cincinnati Railway for Crestline, Cleveland, &c.
* Runs every day, Sundays included.

COLUMBUS, CHICAGO & INDIANA CENTRAL RAILWAY.

SECOND DIVISION.

J. N. Converse, Supt. Bradford Junc. to Logansport.
J. R. Trimmer, Supt. Logansport to Chicago.

Westward Trains. Pass. P. M.	Pass. A. M.	Mls.	STATIONS. LEAVE ARRIVE	Mls.	Eastward Trains. Pass. A. M.	Pass. A. M.
6 10	12*40	0	...**Columbus** [1]..	314	3 00	11 00
10 00	4 20	83	..Bradford Junc.[2].	231	11 30	7 00
10 18	4 40	93	.....Pikeville.....	221	11 04	6 30
	4 50	97	...Woodington...	217		
10 40	5 15	104	.....**Union**.[3]....	210	10 40	6 00
	5 36	111	.....Warren.....	203		5 36
		114	.....Deerfield....	200		
11 12	5 56	117	.....Ridgeville....	197	9 43	5 16
		121	..... Powers	193		
		125	.....Red Key.....	189		
11 40	6 24	129	..... Dunkirk...	185	9 17	4 45
12 00	6 54	139	.....Hartford.....	175	8 43	4 10
12 25	7 10	145	..... Upland	169	8 24	
12 40	7 28	152	....Jonesboro'....	162	8 05	3 40
12 57	7 43	157	..... Marion	157	7 50	3 25
1 30	8 23	169	..... Xenia.....	145	7 25	
2 13	9 00	182	...Bunker Hill [4]..	132	6 58	2 13
2 40	9 25	193	.....Anoka [5].....	121	6 33	1 50
3 10	9 55	198	..**Logansport** [6].	116	6 20	1 40
		203	.... Gebhardt	111		
	10 50	217	.....Star City.....	97	5 05	12 35
4 15	11 05	223	.... Winamac	91	4 52	12 20
	11 37	237	...North Judson..	77		11 47
5 05	12 01	247	.....Lacrosse [7]....	67	4 03	11 25
		253	..... Koutts.....	61		11 10
5 45	12 40	263	.....Hebron.....	51	3 25	10 45
6 25	1 05	273	...Crown Point...	41	3 00	10 20
		280	....Schererville...	34		10 02
6 47	1 25	282	..Joliet Crossing..	32	2 40	9 57
		287	.....Lansing.....	27		
7 22	1 55	295	.Ill. Cent. Cross.[8].	19	2 15	9 26
7 32	2 05	299	....R. I. Cross.[9]...	15	2 05	9 15
7 55	2 30	307	.. St. Louis Cross..	7	1 45	8 55
8 05	2 38	309	C. B. & Q. Cross.[10]	5	1 35	8 45
8 07	2 40	310	.N. W. Junction..	4	1 33	8 42
8 25	3 00	314	....**Chicago** [11]..	0	1 15	†8 25
A. M	P. M.		ARRIVE LEAVE		P. M.	P. M.

* Daily, except Mondays. † Daily, except Saturdays. Other trains daily, Sundays excepted.

Extra Trains.—Leave Columbus at 1 30 p. m., arr. at Logansport at 10 40 p. m. Leave Logansport at 4 55 a. m., arrive at Columbus at 1 50 p.m.

Leave Logansport at 4 00 p. m., arrive at Chicago at 9 25 p. m. Leave Chicago at 8 00 a. m., arrive at Logansport at 1 20 p. m. [*Jan.* 17.

[1] Connects with railways diverging from Columbus.
[2] Junction of First Div. C., C. & I. C. Railway.
[3] Crossing of C., C., C. & Indianapolis Railway.
[3] Connects with Dayton & Union Railway.
[4] Crossing of Ind., Peru & Chicago Railway.
[5] Junction of Third Div. C., C. & I. C. Railway.
[6] Crossing of Toledo, Wabash & Western Railway.
[7] Crossing of Louisville, N. A. & Chicago Railway.
[8] Crossing of Illinois Central Railway.
[9] Crossing of Chicago, R. I. & Pacific Railway.
[10] Crossing of Chicago, Bur. & Quincy Railway.
[11] Connects with railways diverging from Chicago.

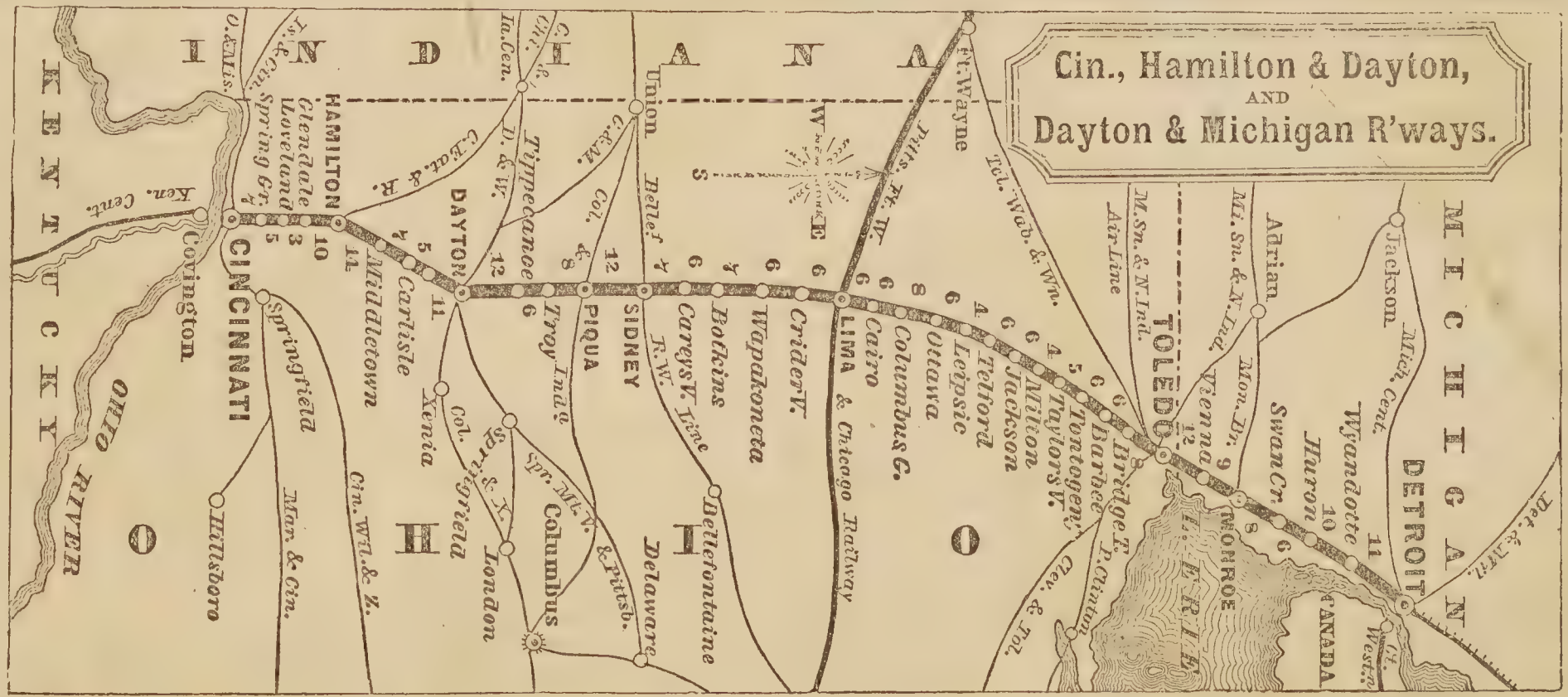
THIRD DIVISION.

E. H. Winchester, Supt., and J. McCormick, Train Dispatcher. [*Jan.* 17.

Westward Trains. Pass. P. M.	Pass. A. M.	Mls.	STATIONS. LEAVE ARRIVE	Mls.	Eastward Trains. Pass. P. M.	Pass. A. M.
9 55	10 25	0	...**Richmond** [1]..	168	7 20	7 25
	10 45	6	.Centerville Pike.	162	7 00	7 05
10 25	10 55	9	....Washington...	159	6 50	6 55
11 00	11 25	16	...Hagerstown [2]..	152	6 30	6 35
11 15	11 40	21	.....Millville.....	147	6 05	6 08
	11 50	24	.....Ashland.....	144	5 55	6 00
	11 55	26	.....Nixon.....	142		
11 31	12 15	27	..**New Castle** [3]..	141	5 45	5 50
	12 35	34	.Sulphur Springs.	134	5 22	5 30
	12 45	37	...Honey Creek...	131	5 12	5 20
12 04	12 55	40	...Middletown ...	128	5 02	5 10
12 20	1 15	47	.Bellefont. Cross.[4]	121	4 40	4 50
12 25	1 20	48	...**Anderson**....	120	4 30	4 40
	1 32	53	.....Florida	115	4 16	
	1 47	58	....Frankton	110	4 02	4 08
1 00	1 58	63	.....Quincy	105	3 50	3 55
	2 10	67	....Curtisville....	101	3 40	
1 23	2 20	72	.....Windfall.....	96	3 28	3 30
	2 30	75	.....Nevada.....	93	3 20	
	2 40	79	.....Tampico.....	89	3 10	
2 05	2 55	85	....**Kokomo** [5]...	83	2 55	2 55
2 22	3 10	91	....Galveston	77	2 34	2 22
	3 18	94	.....Lincoln.....	74	2 25	
	3 28	97	.....Walton.....	71	2 12	
	3 38	102	.....Walbaum....	66	1 58	
2 48	3 40	102	.....Anoka [6]....	66	1 55	1 55
3 00	3 55	107	ar } **Logans-** { lv	61	1½ PM	1¼ AM
9 40	11 00		lv } **port** [7] { ar		4¾ AM	5 50
10 00	11 20	114	.... Curveton	54	4 25	5 30
10 05	11 25	116	...Lake Ciecott...	52	4 20	5 25
10 15	11 35	119	...Burnetsville...	49	4 10	5 15
10 25	11 45	122	..... Idaville.....	46	4 00	5 00
10 42	12 05	128	....Monticello....	40	3 42	4 42
11 00	12 20	134	...**Reynolds** [8]...	34	3 28	4 25
11 25	12 40	143	.....Wolcott.....	25	3 05	3 55
11 50	1 00	149	....Remington....	19	2 48	3 32
12 12	1 20	156	.....Goodland....	12	2 30	3 07
12 35	1 40	164	..... Kent	4	2 10	2 42
12 50	1 50	168	**Ill. State Line** [9]	0	2 00	2 30
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.

All trains daily, except Sundays.

[1] Connects with Dayton & Western, Cincinnati, Richmond & Chicago, and First Division C., C. & Indiana Central Railways.
[2] Connects with White Water Valley Division of Ind., Cin. & Lafayette Railway.
[3] Connects with Cincinnati & Indianapolis Junction Railway.
[4] Crossing of Cleveland, Columbus, Cincinnati & Indianapolis Railway.
[5] Crossing of Ind., Peru & Chicago Railway.
[6] Junction of Second and Third Divisions of C., C. & Indiana Central Railway.
[7] Crossing of Toledo, Wabash & Western Railway.
[8] Crossing of Louisville, New Albany & Chicago Railway.
[9] Connects with Toledo, Peoria & Warsaw R'way.



THE above railway passes through a rich and beautiful section of country. It is a well-built road, each and every officer connected with it acting as if its success depended upon his individual effort. To the energetic and enterprising spirit of its President, assisted by the Board of Directors, who are all practical business men, does this road owe its success.

CINCINNATI.—There are few cities of the Union which have more natural advantages in every respect than Cincinnati. It has one of the finest rivers in the world fronting its railways and canals, and extending in every direction for thousands of miles. This city has a direct railway communication with every Lake port from Chicago to Niagara; with Cleveland, Buffalo, Albany, Boston, New York, Baltimore, and Philadelphia. West and Northwest, with Indianapolis, St. Louis, St. Paul, Fond du Lac, St. Joseph, &c.; South, with Lexington and Louisville, and, in a very few years, Nashville, Memphis, Montgomery, Mobile, Charleston, Savannah, and New Orleans. It has already had the foretaste of its future, and will not be satisfied until it has gathered within its walls all that its natural advantages so justly entitle it to.

Seven miles from Cincinnati, upon the line of the above railway, is Spring Grove Cemetery, the home of the dead. The grounds are varied and extensive. It would be difficult to conceive of any place possessing more natural attractions—it being one of the most picturesque and beautiful burial-plots anywhere to be found. The citizens have displayed much taste in the arrangement of the grounds; and we know of no spot which can be visited with more pleasure and profit.

HAMILTON, capital of Butler Co., is located on both sides of the Miami River, 25 miles from Cincinnati, and 90 miles southwest from Columbus, the capital of the State. It is in the center of a rich, fertile, and populous district of country, and possesses many advantages in a manufacturing point of view, which have rendered it one among the important cities in the State. A few years since a hydraulic canal was completed here, by which a fall of 28 feet has been secured, furnishing a water-power equal to 166 pair of stones. The city contains a beautiful court-house, jail, &c., several large flouring-mills, cotton and woolen factories, wholesale stores, and churches of various denominations. Since the year 1853, Russville has become a part of Hamilton, or, in other words, the two cities are united in one. Population in 1859, about 12,000.

MIAMISBURG, Montgomery Co., is a thriving village on the Miami River, eleven miles from Dayton. Miamisburg has several churches, a good hotel, and a large iron foundery. Population in 1859, about 3,000.

CINCINNATI, HAMILTON & DAYTON, DAYTON & MICHIGAN, AND CINCINNATI, RICHMOND & CHICAGO RAILWAYS.

S. S. L'Hommedieu, Pres.; D. McLaren, Gen. Supt.; F. H. Short, Sec. and Treas. L. Williams, Asst. Supt. C., H. & D. R. R. J. H. Weller, Asst. Supt. D. & M. R. R. Samuel Stevenson, Gen. Ticket Agent, and L. Devenny, Gen. Freight Agent.—General Office, Cincinnati, O. [*Nov.* 30.

Cincinnati to Richmond and Detroit.

Exp.	Ac.	Ac.	Ac.	Acc.	Exp.	Mail.	Mls.	STATIONS.	Mls.
P.M.	P.M.	P.M.	P.M.		A.M.	A.M.		LEAVE ARRIVE	
*7 10	5 45	5 00	2 30		9 00	7 00	0	...**Cincinnati** [1]..	267
7 25	6 05	5 19	2 49		9 19	7 20	5	..Cumminsville..	262
7 29	6 11	5 25	2 54		9 25	7 26	7	Mar. & Cin. Jun.[2]	260
	6 17	5 31	3 00		9 31	7 32	10	.... Carthage	257
	6 24	5 39	3 08		9 39	7 40	12	.... Lockland	255
	6 34	5 48	3 18		9 48	7 50	15	.... Glendale	252
	6 46	6 00	3 30		9 59	8 02	19	.....Jones'.....	248
8 10	7 07	6 20	3 50		10 19	8 25	25	...**Hamilton** [3]...	242
..	..	6 25	..		..	8 25	25	...**Hamilton**....	45
..	..	6 45	..		..	9 05	32	....Seven Mile....	38
..	..	6 55	..		..	9 24	36	....Collinsville....	34
..	..	7 04	..		..	9 40	39	....Somerville....	31
..	..	7 16	..		..	10 03	44	.....Camden.....	26
..	..	7 24	..		..	10 15	46	.. ..Barnet's.....	24
..	..	7 47	..		..	10 48	53	.....Eaton	17
..	..	8 07	..		..	11 20	60	.....Florence.....	10
..	..	8 14	..		..	11 32	63	....Westville	7
..	..	8 35	..		..	12 00	70	...**Richmond** [4]...	0
..	..	P.M.	..		..	A. M.		ARRIVE LEAVE	
	7 25		4 08		10 37	8 44	31	... Busenbark's....	236
	7 31		4 14		10 42	8 49	33	.....Trenton.....	233
8 43	7 46		4 28		10 55	9 03	37	... Middletown...	230
	7 55		4 37		11 02	9 10	40	...Poast Town...	227
	8 06		4 48		11 12	9 21	44	..... Carlisle	223
	8 18		5 00		11 23	9 33	49	... Miamisburg...	218
	8 27		5 08		11 31	9 41	52	.... Carrolton	215
9 25	8 45		5 25		11 50	10 00	60	ar / lv **Dayton** [5] lv / ar	207
9 40			5 40			10 10			
10 26			6 22			10 52	74	....Tippecanoe....	193
10 42			6 42			11 08	80	..... Troy.....	187
11 06			7 08			11 28	88	.....**Piqua** [6].....	179
11 40			7 43			11 58	100	.....**Sidney** [7]....	167
12 01			8 09			12 18	106	..... Anna	161
12 36			8 50			12 54	119	...Wapakoneta...	148
1 15			9 35	A.M.		1 30	131	ar / lv . **Lima** [8]. lv / ar	136
1 40				4 10		1 50			
2 20				4 58		2 28	144	.Columbus Grove.	123
2 40				5 26		2 55	151	.....Ottawa.....	116
3 02				5 51		3 14	158	.....Leipsic.....	109
3 16				6 10		3 27	162	.... Belmore.....	105
3 54				6 56		4 02	172	.....Milton.....	95
4 07				7 10		4 12	176	..... Weston.....	91
4 26				7 50		4 30	182	....Tontogeny....	85
5 00				8 42		5 02	193	....Perrysburg....	74
5 30				9 25		5 30	202	.....**Toledo** [9]....	65
8 10						10 40	267	.... **Detroit**	0
A.M.	P.M.		P.M.	A.M.	A.M.	P.M.		ARRIVE LEAVE	

Detroit and Richmond to Cincinnati.

Exp.	Ac.	Ac.	Acc.	Acc.	Exp.	Ac.	Mail.
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
7 00	6 50	8 05	10 20	1 05	5 10	7 00	10 45
6 41	6 30	7 44	10 01	12 46	4 48	6 41	10 26
6 36	6 23	7 36	9 55	12 40	4 41	6 35	10 20
	6 18	7 32	9 49	12 34	4 35	6 30	10 14
	6 11	7 24	9 39	12 25	4 26	6 24	10 07
	6 02	7 15	9 29	12 15	4 17	6 10	9 59
	5 50	7 00	9 19	12 05	4 06	6 00	9 48
6 00	5 35	6 40	9 04	11 50	3 50	5 45	9 23
..			8 55		..	..	9 20
..			8 31		..	..	8 48
..			8 21		..	..	8 30
..			8 12		..	..	8 08
..			8 01		..	..	7 48
..			7 54		..	..	7 24
..			7 35		..	..	6 45
..			7 15		..	..	6 07
..			7 07		..	..	5 55
..			6 50		..	..	5 30
..			A.M.		..	..	P.M.
			8 44		3 26	5 26	9 13
			8 34		3 21	5 21	9 08
5 29			8 23		3 11	5 11	8 58
			8 10		2 58	4 57	8 48
			8 00		2 48	4 48	8 31
			7 49		2 36	4 33	8 18
			7 42		2 28	4 27	8 02
4 45			7 25		2 10	4 10	7 45
4 40					2 05	P.M.	7 30
3 58					1 24		6 50
3 43					1 08		6 34
3 20					12 47		6 12
2 48					11 58		5 43
2 26					11 36		5 21
1 53					11 00		4 47
1 15					10 20	P.M.	4 10
12 55						9 15	3 50
12 16						8 17	3 14
11 56						7 44	2 55
11 36						7 16	2 34
11 22						6 55	2 21
10 46						6 00	1 48
10 36						5 44	1 38
10 18						5 15	1 20
9 44						4 06	12 48
9 15						3 20	12 20
5 30							7 00
P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

* Daily, Saturdays excepted. All other trains daily, Sundays excepted.

☞ Trains run by Columbus Time, *which is* 5 *minutes faster than Dayton Time.*

[1] Connects with Railways diverging from Cincinnati.
[2] Connects with Marietta & Cincinnati Railway.
[3] Connects with Cincinnati & Indianapolis Junction Railway.
[4] Connects with Columbus, Chicago & Indiana Central Railway.
[5] Connects with Dayton & Western, Day. & Union, Atlantic & Gt. Western, and Cincinnati. Sandusky & Cleveland Railways.
[6] Connects with Col., Chicago & Ind. Cent. R'way.
[7] Connects with Bellefontaine Railway.
[8] Connects with Pittsburg, Ft. W. & Chic. R'way.
[9] Connects with Mich. Sou. & Nor. Indiana, Cleve. & Toledo, and Toledo, Wab. & West. R'ways.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS RAILWAY.

(Late Cleveland, Columbus & Cincinnati and Bellefontaine Railways.)

L. M. HUBBY, President. OSCAR TOWNSEND, Vice-President. STILLMAN WITT, Vice-Pres., Cleveland, O. EDWARD KING, Gen. Agent and Asst. Treas., Indianapolis, Ind. E. S. FLINT, Gen. Supt.; ROBERT BLEE, Asst. Supt. Columbus Div., Cleveland, O. J. L. COZAD, Asst. Supt. Indianapolis Div., Indianapolis, Ind. GEO. H. RUSSELL, Sec. & Treas.; S. F. PIERSON, Gen. Ticket Agent; and E. A. FORD, Gen. Passenger Agent, Cleveland, O. Capt. J. N. ABBEY, Eastern Passenger Agent, New York City. WM. ALLEN, Northeastern Passenger Agent, Rochester, N. Y. [*Dec.* 21.

SPRINGFIELD BR.

P. M.	L'VE ARR.	A. M.
2 30	..**Columbus** [12].	10 45
4 25	..**Delaware** [13].	9 10
4 40	.White Sulphur.	8 55
5 02	.....Dover.....	8 30
5 31	....Milford [14]...	8 00
6 00	.Mechanicsburg.	7 30
6 50	..**Springfield** [15]	6 40
P. M.	ARR. L'VE	A. M.

Distance, 74 miles.

1. Connects with Lake Shore, Cleveland & Pittsburg, and Cleveland & Mahoning Railways.
2. Junction of Toledo Div. of Lake Shore Railway.
3. Connects with Sandusky, Mansfield & Newark Railway.
4. Junction of Columbus Div. with Indianapolis Div'n. Connects with Pittsburg, Fort Wayne & Chicago Railway.
5. Connects with Atlantic & Great Western Railway.
6. Connects with Cin., Sandusky & Cleveland Railway.
7. Connects with Dayton & Michigan Railway.
8. Connects with Dayton & Union and Columbus, Chicago & Indiana Central Railways.
9. Connects with Columbus. Chicago & Indiana Central Railway.
10. Connects with Terre Haute & Indianapolis, Indianap. & St. Louis, Jeffersonville, Mad. & Indianapolis, and Indianapolis, Cincin. & Lafayette Railways.
11. Junction of Springfield Branch.
12. Connects with Little Miami and Columbus & Xenia, Columbus, Chicago & Indiana Central, and Central Ohio Division (B. & O.) Railways.
13. Connects with Columbus Div.
14. Connects with Colum., Chicago & Indiana Central Railway.
15. Connects with Little Miami and Colum. & Xenia, Springfield & Columbus, and Cin., Sandusky & Cleveland Railways.

Going West.							Going East.			
Mxd.	Exp.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Exp.	Exp.
					LEAVE ARRIVE					
	P. M.	P. M.	A. M.				NOON	P. M.	A. M.	P. M.
	8 00	2 30	8 20	0	...**Cleveland** [1]..	138	12 00	9 50	6 55	3 50
	8 30	3 05	8 50	13	.....Berea.....	125	11 29	9 23	6 27	3 20
	8 58	3 40	9 18	25	.....Grafton [2]....	113	11 00	8 58	6 00	2 58
	9 24	4 06	9 42	36	....Wellington....	102	10 34	8 30	5 36	2 36
	9 51	4 35	10 10	48	...New London...	91	10 10	8 00	5 13	2 15
	10 21	5 08	10 37	61	.....Shiloh.....	77	9 41	7 27		
	10 35	5 25	10 50	67	..... Shelby [3]	71	9 28	7 12	4 30	1 39
	10 55	5 45	11 10	75	ar. **Crestline** [4]. lv	63	9 10	6 50	4 10	1 22
A. M.	11 10	6 00	11 10	75	lv..**Crestline**..ar	207	8 45	6 15	3 40	P. M.
6 40	11 20	6 10	11 20	79	.....Galion.....	203	8 37	6 05	3 30	5 00
8 13	11 47	6 36	11 47	91	.....Caledonia....	191	8 13	5 38		3 50
9 00	12 10	6 59	12 10	100	.....**Marion** [5]....	182	7 55	5 17	2 45	2 55
10 05	12 43	7 32	12 40	114	.....La Rue.....	168	7 25	4 49	2 10	1 40
11 35		8 13	1 24	131	...Rushylvania...	151		4 09		12 10
1 25	1 55	8 37	2 00	140	.**Bellefontaine** [6]	142	6 30	3 52	1 22	11 29
2 23	2 16	8 58	2 23	149	.....De Graff.....	133	6 06	3 33	1 00	10 00
4 00	2 50	9 33	3 00	163	.....Sidney [7].....	119	5 36	3 00	12 30	8 45
4 50		9 58	3 26	173	.....Houston.....	109		2 37		7 50
5 30	3 34	10 16	3 46	181	.....Versailles....	101	4 56	2 20	11 50	7 15
6 05		10 37	4 06	189	.....Dallas.....	93	4 37	2 01	11 30	6 35
6 45	4 20	11 00	4 30	198	ar } **Union** [8]. { lv	84	4 20	1 41	11 10	5¾ AM
6½ AM	4 30	11 05	4 35		lv } { ar		4 15	1 26	11 05	5¾ PM
7 15	4 58	11 30	5 00	207	....Winchester....	75	3 55	1 05	10 43	5 00
7 55	5 18	11 49	5 18	215	.....Farmland....	67		12 47		4 25
9 30	6 00	12 24	5 55	228	.....Muncie.....	54	3 05	12 16	9 55	3 20
10 20	6 30		6 21	239	.....Daleville.....	43				2 05
11 37	6 51	1 09	6 42	246	....Anderson [9]....	36	2 25	11 37	9 12	1 25
12 35	7 14	1 29	7 02	254	.....Pendleton....	28	2 05	11 20	8 50	12 35
1 50	7 35	1 50	7 21	261	.....Fortville.....	21	1 50	11 02	8 30	11 02
2 46	8 11		8 00	273	.....Lawrence....	9			8 00	9 45
3 40	8 45	2 50	8 35	282	.**Indianapolis** [10]	0	1 00	10 10	7 35	8 20
P. M.	A. M.	A. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.	A. M.
	11 05	6 10	11 20	75	lv..**Crestline**..ar	63	8 40	5 40	4 00	1 15
	11 16	6 23	11 30	80	.....**Galion**.....	58	8 30	5 27	3 51	1 06
	11 46	6 58	11 55	93	.....Gilead.....	45	A. M.	4 52		
A. M.	11 58	7 12	12 05	97	....Cardington....	41		4 40	3 16	12 33
9 40	12 38	7 58	12 39	114	...**Delaware** [11].	24		3 52	2 43	11 59
10 02		8 20	12 56	122	...Lewis Center...	16		3 27		
10 24		8 39		129	...Worthington...	9		3 05		
10 45	1 35	9 00	1 30	138	...**Columbus** [12].	0		2 40	1 55	11 10
A. M.	A. M.	P. M.	P. M.		ARRIVE LEAVE			P. M.	A. M.	A. M.

SYCAMORE & CORTLAND RAILWAY.

A. G. RUGGLES, Pres., Fond du Lac, Wis. HARRISON BARRETT, Supt., Sheboygan, Wis. [*June* 8.

Trains leave Sycamore at 7 40 a. m. and 3 30 p. m., connecting at Cortland with all Day Passenger Trains of the Chicago & N. W. R. R. (Dixon Air Line).

Leave Cortland for Sycamore at 11 05 a. m. and 7 00 p. m.

MARQUETTE & ONTONAGON RAILWAY.

J. S. FAY, Pres., Boston, Mass. S. P. ELY, V.-Pres., Marquette, Mich. C. DONKERSLEY, Supt., Marquette, Mich. [*May* 12.

A train leaves Marquette at 7 00 a.m. for Bancroft, Franklin, George, Morgan, Eagle Mill, Negaunee, Cleveland, Ishpeming, Lake Angeline, Ont. Junction, Greenwood, Clarksburg, Washington, and Champion.

Leaves Champion at 10 35 a. m., arriving at Marquette at 1 35 p. m. Distance, 32 miles.

LITTLE MIAMI, AND COLUMBUS & XENIA RAILWAY.

Little Miami Railway.—H. J. JEWETT, Pres., and J. DURAND, Gen. Supt., Cincinnati, O.
Col. & Xenia Railway.—JOSEPH R. SWAN, Pres., Columbus, O.

W. L. O'BRIEN, Gen. Ticket Agent, and E. F. FULLER, Gen. Freight Agent, Cincinnati, O.
J. W. SWEENEY, Gen. Eastern Passenger Agent, 241 Broadway, New York. [*Dec.* 6.

☞ Cincinnati to Columbus.

Exp.	Acc.	Acc.	Mail	Exp.	Mls.	STATIONS.	Mls.	Exp.	Acc.	Acc.	Exp.	Exp.
P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.
8 30	5 10	3 55	8 20	7 00	0	..**Cincinnati** [1]..	120	7 20	10 35	8 00	6 30	10 40
9 11	6 02	4 45	9 03		14	..... Milford	106	6 40	9 50	7 12	5 51	
9 39	6 35	5 20	9 35	7 57	23	...**Loveland** [2]...	97	6 18	9 25	6 45	5 33	9 49
	6 45	5 30	9 45		27	.....Foster's	93		9 10	6 30	5 20	
	6 57	5 42	9 57		32	... S. Lebanon ...	88		8 57	6 17	5 09	
10 10	7 10	5 55	10 10	8 20	36	....**Morrow** [3]...	84	5 39	8 45	6 05	4 56	9 12
	P. M.	6 10	10 24		41	...Fort Ancient...	79		8 33	A. M.		
10 50		6 31	10 47		51	.....Corwin.....	69	5 04	8 04		4 25	8 43
11 25		7 07	11 25	9 15	65	arr...Xenia [4]..Lve	55	4 30	7 30		3 56	8 15
: :		7 25	: :	9 20	65	Lve..**Xenia**..arr.	19	: :	7 05		3 40	: :
: :		7 55	: :	10 05	75	..Yellow Springs..	9	: :	6 35		2 55	: :
: :		8 20	: :	10 50	84	..**Springfield** [5]..	0	: :	6 15		2 10	: :
11 35		7 25	11 32	9 20	65	Lve...Xenia...arr.		4 20	7 10		3 48	8 00
		7 44	11 50		73	....Cedarville....	47		6 49		3 30	7 44
		8 08	12 17	9 52	84	.South Charleston.	36		6 25		3 07	7 20
12 50		8 36	12 46	10 16	95	....**London** [6]....	25	3 15	6 00		2 45	6 58
		8 56	1 09	10 32	106	..West Jefferson..	14		5 32		2 18	6 32
		9 09	1 21		114	.....Alton.....	6		5 20			6 20
1 45		9 30	1 45	11 00	120	...**Columbus** [7]...	0	2 00	5 00		1 45	6 00
A. M.		P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.		P. M.	P. M.

☞ Columbus to Cincinnati.

1 Connects with railways diverging from Cincinnati.
2 Connects with Marietta & Cincinnati Railway.
3 Connects with Cincinnati & Zanesville Railway.
4 Connects with Dayton & Xenia & Day. and West. Railways.
5 Connects with Cleveland, Columbus, Cincinnati & Indianapolis, and Sandusky, Dayton & Cincinnati Railways.
6 Connects with London Br. Cin., San. & Cleveland Railway.
7 Connects with railways diverging from Columbus.

DAYTON, XENIA & WESTERN RAILWAY.

[*Operated by Little Miami and Columbus & Xenia Railway.*] [*Aug.* 12.

Xenia to Richmond.

Acc.	Exp.	Exp.	Acc.	Acc.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Acc.	Exp.	Exp.	Acc.
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	A. M.	P. M.
		7 30	2 40	11 25	7 15	0	.....**Xenia** [1]	57	9 15	7 10	10 30		
		7 48	3 15	11 50	7 29	6	.....Harbine's....	51	9 00	6 35	10 15		
2 30	8 05	8 20	4 15	1 20	8 05	16	....**Dayton** [2]....	41	8 24	5 30	9 40	8 24	6 15
3 35	8 45			2 22	8 45	29	....Brookville.....	28	7 44	4 11		7 44	5 15
3 45	8 50			2 31	8 50	31	.....**Dodson**.....	26	7 38	4 02		7 38	5 09
				3 30	9 25	43	....El Dorado...	14	7 01	3 01			
				4 06	9 41	51	....New Paris....	6	6 41	2 21			
				4 35	9 55	57	...**Richmond** [3]..	0	6 25	1 55			
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.	A. M.	P. M.

Richmond to Xenia.

1 Connects with Little Miami Railway.
2 Connects with Atlantic & Great Western Railway.
2 Connects with Dayton & Michigan Railway.
2 Connects with Cincinnati, Hamilton & Dayton, Sandusky, Dayton & Cincinnati, and Dayton & Union Railways.
3 Connects with Columbus, Chicago & Indiana Central Railway.

DAYTON & UNION AND DAYTON & WESTERN RAILWAYS. [*Nov.* 23.

Acc.	Exp.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail	Exp.	Acc.
P. M.	A. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	A. M.	P. M.
2 30	8 05	2 20	8 40	0	....**Dayton** [1]....	47	8 40	5 40	8 24	6 15
3 45	8 50	3 10	9 45	15	.....Dodson [2]....	32	7 45	4 25	7 38	5 09
		3 25	10 10	19	...**Baltimore**...	28	7 27	4 05		
		3 40	10 50	26	.....Arcanum.....	21	7 08	3 40		
		4 00	11 45	35	...**Greenville**...	12	6 45	2 45		
		4 35	12 40	47	.....**Union** [3].....	0	6 20	1 40		
P. M.	A. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	A. M.	P. M.

H. C. STIMSON, President, New York City.
S. R. STIMSON, Supt., Dayton, O.

CONNECTIONS.

1 Connects with Railways diverging from Dayton.
2 Connects with Dayton & Western Railway.
3 Con. with Bellefontaine Line.

CINCINNATI & INDIANAPOLIS JUNCTION RAILWAY.

L. WORTHINGTON, Pres., and J. H. SHELDON, Supt., Cincinnati, O. R. POTTER, Treas., and A. HUMPHREYS, Aud., Hamilton, O. J. A. PERKINS, Gen. Freight & Ticket Agent, Indianapolis, Ind.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
2 30	7 00	0	...**Cincinnati**...	124	5 10	10 45
3 55	8 25	25	...**Hamilton** [1]..	99	3 45	9 20
	8 45	31	.....Hanover.....	93		8 55
4 17	8 50	33	...McGonigles...	91	3 21	8 47
	8 56	35	.....Wood's.....	89		8 42
	9 01	37	.....Ogleton.....	87		8 37
4 35	9 07	39	.....Oxford.....	85	3 04	8 30
4 50	9 25	45	..College Corner..	79	2 50	8 15
	9 33	48	..Cottage Grove..	76		8 04
	9 40	50	.....Lotus.....	74		7 59
5 12	9 48	53	.....Liberty.....	71	2 29	7 50
5 28	10 05	59	...Brownsville....	65	2 13	7 30
	10 15	63	.....Lyons.....	61		7 20
5 50	10 25	67	..**Connersville**..	57	1 56	7 10
: :	10 45	67	...Connersville...	25	: :	6 50
: :	11 05	72	.....Beeson's.....	20	: :	6 30
: :	11 25	77	.....Milton.....	15	: :	6 10
: :	11 55	79	.Cambridge City [2].	13	: :	6 00
: :	12 20	85	....N. Lisbon....	7	: :	5 10
: :	12 45	92	..**New Castle**..	0	: :	4 40
6 25	11 03	77	.....Vienna.....	47	1 26	6 25
6 45	11 23	85	.....Rushville....	39	1 06	6 03
7 03	11 42	92	....Burlington....	32	12 48	5 43
7 21	12 00	99	....Morristown...	25	12 30	5 23
7 36	12 15	105	..Fountaintown..	20	12 15	5 07
7 54	12 33	109	.....Palestine.....	15	11 57	4 43
8 05	12 45	114	.Sulphur Springs.	10	11 45	4 35
8 40	1 20	124	..**Indianapolis**..	0	11 10	4 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Cin., Hamilton & Dayton Railway.
[2] Connects with Columbus, Chicago & Indiana Central Railway. [*Dec.* 14.

SIOUX CITY & PACIFIC RAILWAY.

JOHN I. BLAIR, President, Blairstown, N. J. W. W. WALKER, Supt, Cedar Rapids, Ia. L. BURNETT, Asst. Supt., and S. C. ANNABLE, Gen. Freight & Ticket Agent, Missouri Valley, Ia. [*Nov.* 23.

Mxd.	Mls.	STATIONS.	Mls.	Mxd.
A. M.		LEAVE ARRIVE		P. M.
6 45	0	..**Sioux City** [1]..	75	7 15
7 15	7	..Sargent's Bluff..	68	6 45
8 17	21	.....Sloan.....	54	5 50
9 27	37	.....Onawa.....	38	4 40
9 53	43	.....Blencoe.....	32	4 07
10 33	52	...River Sioux...	23	3 33
11 00	59	....Mondamin....	16	3 00
11 24	65	.....Modale.....	10	2 36
11 42	69	.....Yazoo.....	6	2 18
12 10	75	.**Missouri Val.** [2].	0	1 50
P. M.		ARRIVE LEAVE		P. M.

[1] Connects with N. W. Transportation Co.'s boats for Montana, &c.
[2] Connects with Pacific Express of Chicago & N. W. Railway.

JACKSON, LANSING & SAGINAW R'WAY.

H. A. HAYDEN, Pres.; A. WATSON, Supt.; and JAS. TURNER, Treas., Jackson, Mich. [*Jan.* 4.

Going North.				Going South.	
Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
4 15	6 15	0	....**Jackson** [1]...	116	12 40	9 10
4 33	6 35	7	.....Henry's.....	109	12 20	8 50
4 43	6 47	11	..Rives Junction..	105	12 10	8 40
4 55	7 00	15	.....Leslie.....	101	11 58	8 28
5 08	7 15	20	.....Chapin's.....	96	11 44	8 14
5 23	7 30	25	.....Mason.....	91	11 30	8 00
5 35	7 45	30	.....Delhi.....	86	11 15	7 45
5 55	8 05	37	....**Lansing**....	79	10 55	7 25
6 00	8 10	38	..North Lansing..	78	10 50	7 20
6 20	8 30	46	.....Bath.....	70	10 30	7 00
6 40	8 50	53	...Laingsburg...	63	10 10	6 40
7 00	9 10	59	....Bennington...	57	9 50	6 20
7 30	9 30	65	....**Owosso** [2]...	51	9 30	6 00
7 48	9 48	72	...Henderson's...	44	9 12	5 30
8 00	10 00	76	.....Oakley's.....	40	9 00	5 17
8 10	10 10	80	....Chessaning....	36	8 50	5 05
8 30	10 30	87	....St. Charles....	29	8 30	4 45
8 50	10 50	93	...Swan Creek...	23	8 10	4 25
9 02	11 02	97	..Tittabawassee..	19	7 58	4 13
9 17	11 17	101	.**Saginaw City**.	15	7 45	4 00
9 23	11 23	103	...East Saginaw..	13	7 37	3 52
9 29	11 29	105	....Carrolton....	11	7 31	3 46
9 35	11 35	107	....Zilwaukee....	9	7 25	3 40
9 55	11 55	115	....Salzburgh....	1	7 05	3 20
10 00	12 00	116	....**Wenona**....	0	7 00	3 15
P. M.	M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with the Michigan Central and Michigan Southern & Northern Indiana Railways.
[2] Connects with the Detroit & Milwaukee R'way.

OHIO & MISSISSIPPI RAILWAY.

WM. D. GRISWOLD, Pres.; A. H. LEWIS, Vice-Pres. & Gen. Supt.; S. S. WOODARD, Supt. East. Div., Cincinnati, O. J. L. GRISWOLD, Supt. West. Div.; F. M. COLBURN, Ticket Agent; and C. E. FOLLETT, Gen. Pass. Agent, St. Louis, Mo.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.
7 10	7 50	0	...**Cincinnati**...	339	12 10	6 00
8 10	8 55	22	..Lawrenceburg..	317	11 08	5 06
8 20	9 05	25	.....Aurora.....	314	10 56	4 57
10 31	11 27	73	..North Vernon.	266	8 42	2 57
11 15	12 28	87	....**Seymour**....	252	8 02	2 20
1 10	2 19	127	.....Mitchell.....	212	6 01	12 37
4 00	5 17	191	.....Junction.....	148	3 05	9 53
4 10	5 25	192	...**Vincennes**....	147	3 02	9 50
5 38	7 05	223	.....Olney.....	116	1 35	8 25
7 07	8 35	254	.....Xenia.....	85	12 00	
8 28	9 50	276	.....**Odin**.....	63	11 00	6 10
8 38	10 02	280	.....Sandoval.....	59	10 40	5 43
10 05	11 25	310	.....Trenton.....	29	9 17	
11 20	12 45	339	.**East St. Louis**.	0	8 00	3 15
A. M.	A. M.		ARRIVE LEAVE		A. M	P. M.

Additional Trains.—Leave Cincinnati at 4 25 p.m., arr. at Seymour 8 28 p.m. Leave Seymour at 7 15 a.m., arr. at Cincinnati 11 45 a.m. [*Dec.* 13.

CINCINNATI, SANDUSKY & CLEVELAND RAILWAY.

(Formerly Sandusky, Dayton & Cincinnati Railway.) [*Nov.* 23.

RUSH R. SLOANE, Pres.; J. C. WILLIAMS, Gen. Supt.; and T. H. GOODMAN, Gen. Tkt. Agent, Sandusky, O.

CONNECTIONS.

[1] Crossing of Cleveland & Toledo Railway.
[2] Connects with Findlay Branch.
[3] Crossing of Pittsburg, Fort Wayne & Chicago Railway.
[4] Crossing of Bellefontaine Railway Line.
[5] Crossing of Columbus & Indianapolis Railway Line.
[6] Junction of Springfield Branch of Cleveland, Col. & Cin. Railway.
[6] Connects with Little Miami Railway.
[7] Connects with Cincinnati, Hamilton & Dayton Railway.

Fares.—Through Fare, $5 40. Way Fares, about 3½ cents per mile.

Acc	Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Acc.
P.M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.
4 55	10 00	9 00	0	....**Sandusky**...	155	6 00	4 45	9 45
5 13	10 17	9 18	6	.....Castalia.....	149	5 45	4 25	9 27
5 55	11 05	9 53	17	.....**Clyde** [1].....	138	5 11	3 50	8 50
6 10	11 23	10 06	22	..Green Springs..	133	4 48	3 30	8 34
6 27	11 40	10 19	27	.....Watson's.....	128	4 31	3 17	8 19
6 48	12 10	10 37	34	.....**Tiffin**.....	121	4 17	3 00	8 00
7 18	12 41	11 01	43	.....Berwick.....	112	3 50	2 30	7 31
7 26	12 50	11 07	45	.....Adrian.....	110	3 45	2 25	7 25
7 40	1 25	11 18	50	.....**Carey** [2]....	105	3 32	2 14	7 10
P.M.	1 54	11 36	57	. Whartonsburgh .	98	3 13	1 54	A. M.
	2 15	11 49	62	.....**Forest** [3]....	93	3 02	1 42	
	2 19	11 53	64	....Patterson.....	91	2 55	1 35	
	2 35	12 05	69	.... Grant's.....	86	2 43	1 23	
	3 00	12 21	74	..... Kenton	81	2 30	1 10	
	3 17	12 36	80	...Silver Creek...	75	2 10	12 47	
	3 24	12 42	82	....Yelverton....	73	2 04	12 43	
	3 33	12 50	86	...Belle Center...	69	1 56	12 32	
	3 38	12 55	88	.... Richland	67	1 52	12 27	
	3 47	1 03	91	....Huntsville ...	64	1 42	12 16	
	4 15	1 18	98	.**Bellefontaine** [4]	57	1 25	11 56	
	4 37	1 35	106	.. West Liberty...	49	12 45	11 30	
	5 12	2 04	116	....**Urbana** [5]....	39	12 20	11 05	
	5 29	2 20	122	.....Lawrence....	33	11 57	10 45	
	5 37	2 26	125	.....Tremont.....	30	11 50	10 40	
	6 05	2 43	130	..**Springfield** [6]..	25	11 32	10 25	
	6 20	3 00	136	.....Snyder's.....	19	11 10	10 04	
	6 23	3 05	138	..... Enon	17	11 06	10 00	
	6 40	3 20	144	.....Osborn.....	11	10 49	9 44	
	6 48	3 28	147	....Kneisley's....	8	10 36	9 31	
	6 56	3 39	150	....Harshman's...	5	10 23	9 23	
	7 15	4 00	155	....**Dayton** [7]....	60	10 05	9 00	
				(*C., H. & D. R.R.*)				
	10 20	7 00	215	...**Cincinnati**...	0	7 00	5 45	
	A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	

FINDLAY BRANCH.

A train leaves Carey at 7 55 p. m., arriving at Findlay at 9 30 p. m.

Leaves Findlay at 5 30 a. m., arriving at Carey at 7 05 a. m.

Distance, 16 miles.

LONDON BRANCH.

A train leaves Springfield at 8 00 a. m., arriving at London at 10 00 a. m.

Leaves London at 6 15 p. m., arriving at Springfield at 7 55 p. m.

Distance, 20 miles.

SANDUSKY, MANSFIELD & NEWARK RAILWAY.

C. L. BOALT, Pres.; H. F. PADEN, Master of Trans.; H. P. WARDEN, Gen. Freight Agent, and H. M. BRONSON, Gen. Ticket Agent, Sandusky, O. [*Nov.* 23.

CONNECTIONS.

[1] Connects with Cleveland & Toledo Railway.
[2] Junction of Huron Branch, 9 miles, connecting at Huron with Nor. Div. of Cleveland & Toledo Railway.
[3] Crossing of Cleveland & Toledo Railway.
[4] Crossing of Cleveland, Columbus & Cincinnati Railway.
[5] Crossing of Pittsburg, Fort Wayne & Chicago Railway.
[6] Crossing of Springfield, Mt. Vernon & Pittsburg R'way.
[7] Connects with Central Ohio Railway.
[7] Junction of Pittsburg, Columbus & Cincinnati Railway.

Fares.—Through Fare, $3 75. Way Fares, 3½ cents per mile.

Mxd.	Pas.	Pas.	Mail.	Mls	STATIONS.	Mls	Exp.	Mail.	Pass.	Pas.
	P.M.		A. M.		LEAVE ARRIVE		A. M.	P. M.		
	6 45		8 30	0	...**Sandusky** [1]...	116	11 15	6 00		
	7 03		8 49	8	..... Prout's [2].....	108	10 54	5 35		
	7 40		9 20	15	...Monroeville [3]...	101	10 35	5 15		
	7 50		9 29	19	.....Pontiac.....	97	10 14	4 55		
	8 00		9 38	23	.....Havana.....	93	10 04	4 46		
	8 14		9 53	27	.....Centerton.....	89	9 53	4 32		
	8 32		10 20	34	.... Plymouth	82	9 29	4 12		
	8 53	A.M.	10 55	42	.Shelby Junction [4].	74	9 10	3 52		
	9 25	7 00	11 26	54	...**Mansfield** [5]...	62	8 40	3 20		
	P.M.	7 18	11 45	63	.....Lexington.....	53	8 17	2 55		
		7 31	12 00	68	.....Belleville.....	48	8 02	2 40		
		7 47	12 15	74	...Independence...	42	7 47	2 24		
		8 02	12 31	79	...Ankenytown ...	37	7 32	2 08		
		8 14	12 44	84	.....Frederick.....	32	7 20	1 56		
		8 32	1 04	91	..**Mt. Vernon** [6]..	25	7 00	1 37		
		9 00	1 37	102	.....Utica.....	14	6 24	1 04		
		9 14	1 50	107	.... Louisville	9	6 07	12 47		
		9 20	1 57	110	.....Vanatta's.....	6	6 00	12 40		
		9 40	2 15	116	....**Newark** [7]....	0	5 45	12 25		
		A.M.	P. M.		ARRIVE LEAVE		A. M.	P. M.		

PITTSBURG, CINCINNATI & ST. LOUIS RAILWAY.

Hon. T. L. Jewett, President; W. W. Card, Supt.; and S. F. Scull, Auditor and Gen. Ticket Agent, Steubenville, O. [*Nov.* 22.

Westward Trains.					Eastward Trains.		
Mail.	Exp.	Fast.	Mls.	STATIONS.	Mls.	Mail.	Fast.	Exp.
A. M.	P. M.	A. M.		LEAVE ARRIVE		NOON	P. M.	A. M.
3 00	2 45	10 00	0	....**Pittsburg**[1]....	193	12 00	7 20	12 05
3 10	2 55	10 09	1	....Birmingham....	192	11 50	7 10	11 51
4 03	3 47		18	.... McDonald's	175	11 05		10 59
4 25	4 12		27	... Burgettstown ...	166	10 38		10 33
5 20	5 04	11 55	43	...**Steubenville**[2]..	150	9 54	5 30	9 45
	5 14		46	.....Mingo.....	147			
5 41	5 27		51	..Alexandria Road..	142	9 23		9 11
6 30	6 30	12 47	68	..Cadiz Junction[3]..	125	8 40	4 23	8 20
6 57	6 54	1 06	77	....New Market....	116	7 55	4 02	7 55
8 00	7 40	1 52	93	.... **Dennison**	100	7 15	3 28	7 10
8 48	8 23	2 30	110	..New Comerstown.	83	6 31	2 30	6 02
9 10	8 43	2 47	118	...West Lafayette...	75	6 12	2 10	5 40
9 30	9 02	3 05	124	....**Coshocton**....	69	5 53	1 54	5 20
10 08	9 37	3 35	138	.....**Dresden**.....	55	5 22	1 23	4 44
10 22	9 50	3 47	144	....Frazeesburg.....	49	5 10	1 10	4 29
11 10	10 35	4 30	160	.....**Newark**[4].....	33	4 35	12 35	3 35
11 28	10 52	4 45	166	..... Union	27	4 16	12 18	3 13
11 40	11 05	4 55	171	....Kirkersville....	22	4 05	12 08	3 00
11 60	11 15	5 03	175	.....Pataskala.....	18	3 55	12 00	2 50
12 18	11 33	5 20	183	.....Black Lick.....	10	3 40	11 45	2 32
12 27	11 42	5 29	186	.....Big Walnut....	7	3 32	11 37	2 23
12 45	12 00	5 45	193	....**Columbus**[5]....	0	3 15	11 20	2 05
P. M.	night	P. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.

Sunday Trains.—The 2 45 p.m. train from Pittsburg, and the 3 15 a.m. train from Columbus runs daily.

Cadiz Branch.—Trains leave Cadiz at 7 15 & 9 35 a.m. and 5 35 p.m., connecting at Junction with Main Line.

Leave Junction for Cadiz at 8 30 a.m. and 4 30 & 6 55 p.m.

Distance, 8 miles.

CONNECTIONS.

[1] Connects with Pennsylvania Central Railway.

[2] Connects with River Division of Cleveland & Pittsburg Railway. Also, Steamers to Pittsburg, Wheeling, &c.

[3] Cadiz Branch diverges.

[4] Junction of Sandusky, Mansfield & Newark Railway; also connects with Central Ohio R'way.

[5] Connects with Columbus, Chicago & Indiana Central Railway.

[5] Con. with Little Miami Railway.

PITTSBURG & CONNELLSVILLE RAILWAY.

W. Oden Hughart, President; B. H. Latrobe, Chief Engineer; and W. B. Stout, Supt., Pittsburg, Pa. [*Nov.* 17.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 00	7 00	0	....**Pittsburg**....	72	10 10	6 00
3 35	7 45	9	....Braddock's....	63	9 22	5 15
3 40	7 52	11	... Port Perry ...	61	9 15	5 03
3 46	8 00	12	.... Saltsburg	60	9 10	4 58
4 00	8 10	14	. **McKeesport** .	58	9 00	4 50
4 18	8 24	18	..... Ellrod's.....	54	8 45	4 39
4 30	8 40	21	.....Alpsville	51	8 40	4 30
4 40	8 50	24	.....Guffey's.....	48	8 22	4 07
4 46	8 59	26	...Buena Vista...	46	8 14	3 58
4 56	9 16	29	..... Suter's	43	8 04	3 45
5 11	9 28	33	.**West Newton**.	39	7 50	3 30
5 25	9 43	37	....Port Royal....	35	7 35	3 15
5 51	10 06	45	....**Layton's**....	27	7 11	2 50
6 04	10 20	49	.. Miltenberger ..	23	6 58	2 34
6 14	10 28	52	.... Dawson's	20	6 50	2 22
6 30	10 45	55	... Broad Ford ...	17	6 40	2 10
6 40	10 55	57	..**Connellsville**.	15	6 30	2 00
6 50	11 05	61	..... Watts.....	11	6 15	1 40
6 51	11 14	62	..... Dunbar	10	6 10	1 37
7 10	11 16	65	.. Mt. Braddock ..	7	6 00	1 28
7 30	11 42	70	..... Evan's	2	5 40	1 08
7 40	11 50	72	...**Uniontown**...	0	5 30	1 00
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

An Accommodation train leaves Pittsburg at 4 30 p. m., arriving at West Newton at 6 50 p. m.

Leaves West Newton at 6 10 a. m., arriving at Pittsburg at 8 35 a. m.

LACKAWANNA & BLOOMSBURG RAILWAY.

J. Archbald, Pres., H. A. Fonda, Sup't, and John P. Ilsley, General Agent, Kingston, Pa [*Nov.* 16.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
4 10	5 30	0	...**Scranton**[1]...	80	12 05	9 45
4 34	5 50	6	...Lackawanna...	74	11 41	9 22
4 47	6 00	9	.....Pittston.....	71	11 29	9 10
5 02	6 14	13	....Wyoming	67	11 15	8 55
5 25	6 35	17	... **Kingston** ...	63	10 57	8 40
5 35	6 44	20	....Plymouth....	60	10 30	8 23
5 54	7 02	25	....Nanticoke....	55	10 14	8 04
6 02	7 09	27	.Hunlock's Creek.	53	10 05	7 55
6 19	7 25	32	... Shickshinny...	48	9 45	7 35
6 36	7 41	37	...Hick's Ferry..	43	9 29	7 12
6 45	7 50	41	...Beach Haven...	39	9 20	7 03
6 53	7 59	43	.....Berwick	37	9 10	6 53
7 15	8 18	50	...Lime Ridge...	30	8 50	6 28
7 38	8 44	56	...Bloomsburg...	24	8 27	6 05
7 47	8 54	58	.....**Rupert**[2]....	22	8 19	5 55
7 54	8 59	60	.Catawissa Bridge.	20	8 11	5 48
8 20	9 24	68	. .. **Danville**....	12	7 46	5 23
8 32	9 33	71	.... Chulasky	9	7 34	5 10
9 05	10 05	80	Northumberl'd[3]	0	7 10	4 45
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Extra Trains leave Scranton for Kingston at 10 20 a. m. and 6 42 p. m. Leave Kingston for Scranton at 8 55 a.m and 2 55 p.m., connecting with trains for N. York, Philadelphia, Great Bend, and the West.

[1] Connects with Del., Lackawanna & Western R'way.

[2] Connects with Catawissa Railway.

[3] Con. with Phila. & Erie, and Nor. Cent'l Railways.

PITTSBURG, FORT WAYNE & CHICAGO RAILWAY.

GEORGE W. CASS, President; J. N. MCCULLOUGH, Gen. Supt.; and F. R. MYERS, Gen. Ticket Agent, Pittsburg, Pa. [*Dec.* 20.

NEW CASTLE BR'CH.—Trains leave Homewood for Clinton, Wampum, Newport, Moravia, Mahoningtown, and New Castle at 9 00 A. M. and 6 20 P. M. Returning, leave New Castle at 7 20 A. M. and 3 20 P. M. Distance, 15 miles.

LAWRENCE BR.—Trains leave New Castle for Covert's Mill, Edinburg, Seymour's, Lowell, and Youngstown at 9 10 A. M. and 6 35 P. M. Returning, leave Youngstown at 6 00 A. M. and 2 30 P. M.

Standard of Time.—Columbus time, 12 minutes slower than Pittsburg, and 20 minutes faster than Chicago time.

RAILWAY CONNECTIONS.

1. Junction of Cleveland & Pittsburg Railway.
2. Connects with Newcastle & Beaver Valley Branch.
3. Crossing of Clev. & Pitts. R'way.
4. Crossing of Cleveland, Zanesville & Cincinnati Railway.
5. Crossing of Sandusky, Mansfield & Newark Railway.
6. Crossing of Cleveland, Columbus & Cincinnati Railway, and at Galion, four miles south on that Road, forms a junction with the Bellefontaine Railway Line.
7. Crossing of Sandusky, Dayton & Cincinnati Railway.
8. Crossing of Day. & Mich. R'way.
9. Crossing of Tol. & Wab. R'way.
10. Crossing of Cincinnati, Peru & Chicago Railway.
11. Crossing of Louisville, New Albany & Chicago Railway.
12. Connects with railways diverging from Chicago.

Mail.	Exp.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Exp.	Mail.
A. M.	P. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	P. M.	P. M.
6 45	2 30	9 55	2 50	0	....**Pittsburg**....	468	2 00	11 45	4 25	3 40
8 20	3 40	11 05	4 00	26	...**Rochester** [1]..	442	1 00	10 40	3 20	2 25
8 50	4 05			35	...Homewood [2]...	433				1 51
9 25	4 31	11 55	4 51	46	..... Enon	422	12 13	9 52	2 33	1 22
10 08	5 05	12 34	5 26	60	....Columbiana....	408	11 39	9 19	2 00	12 34
10 36	5 30	12 57	5 50	70	.....Salem.....	398	11 15	8 56	1 37	12 07
11 15	6 05	1 30	6 25	84	ar / lv **Alliance** [3] lv / ar	384	10 45 / 10 40	8 25 / 8 05	1 05 / 1 00	11 30 / 11 15
11 30	6 25	1 45	6 45	102	.....Canton.....	366	10 02	7 25	12 20	10 21
12 20	7 10	2 28	7 25	110	.....Massillon.....	358	9 46	7 07	12 04	9 58
12 46	7 29	2 46	7 42	124	.... **Orville** [4]....	344	9 15	6 34	11 33	9 15
1 33	8 00	3 19	8 13	135	.....Wooster.....	333	8 51	6 06	11 07	8 40
2 08	8 28	3 46	8 40	157	....Loudonville....	311	8 06	5 17	10 21	7 32
3 10	9 20	4 33	9 27	176	...**Mansfield** [5]..	292	7 23	4 31	9 35	6 30
4 07	10 10	5 15	10 17	189	ar / lv **Crestline** [6] lv / ar	279	6 55 / 6 35	4 00 / 3 45	9 00 / 8 30	5¾ AM / 6½ PM
4¾ PM	10 40	5 45	10 50	201	.....Bucyrus.....	267	6 09	3 15	8 01	5 58
6 AM	11 00	6 00	11 05	230	.....**Forest** [7]....	238	5 10	2 05	6 50	4 40
6 29	11 25	6 40	11 30	253	.....Lafayette.....	215		1 20	5 59	3 38
7 49	12 30	7 57	12 30	261	.....**Lima** [8].....	207	4 06	1 00	5 36	3 10
8 45	1 20	8 59		275	.....Delphos.....	193	3 37		5 06	2 33
9 02	1 36	9 18	1 32	288	....Van Wert....	180	3 06	12 00	4 32	1 48
9 40	2 11	10 00	2 06	320	ar / lv **Fort Wayne** [9] lv / ar	148	2 00 / 1 40	10 55 / 10 50	3 20 / 3 10	12 20 / 12 05
10 15	2 35	10 33	2 30	339	... Columbia	129	1 00	10 05	2 25	11 10
11 50	3 45	12 05	3 45	351	.... Pierceton	117		9 42	2 00	10 37
12 05	3 50	12 20	4 05	360	.....Warsaw.....	108	12 21	9 23	1 42	10 14
1 00	4 32	1 10	4 50	373	.....Bourbon.....	94		8 54		9 37
1 35	5 01	1 50	5 20	384	...**Plymouth** [10]..	84	11 25	8 30	12 45	9 06
1 57	5 22	2 15	5 40	415	....Wanatah [11]...	53	10 22	7 01	11 35	7 40
2 36	5 54	2 53	6 12	424	....Valparaiso....	44	9 58	6 37	11 10	6 57
3 03	6 40	3 20	6 35	444	.....Clarke.....	24	9 16	5 54	10 25	6 06
4 28	8 00	4 48	7 46	461	..R. I. Junction..	7	8 43	5 15	9 46	5 20
4 52	8 20	5 10	8 08	468	....**Chicago** [12]...	0	8 20	4 50	9 20	4 50
5 54	9 16	6 06			ARRIVE LEAVE		A. M.	P. M.	P. M.	A. M.
6 40	9 55	6 52	9 35							
7 10	10 15	7 20	9 55							
P. M.	A. M.	A. M.	P. M.							

CLEVELAND & PITTSBURG RAILWAY.

J. N. MCCULLOUGH, Pres. and Gen. Supt. F. R. MYERS, Gen. Ticket Agent, Pittsburg, Pa. [*Dec.* 21.

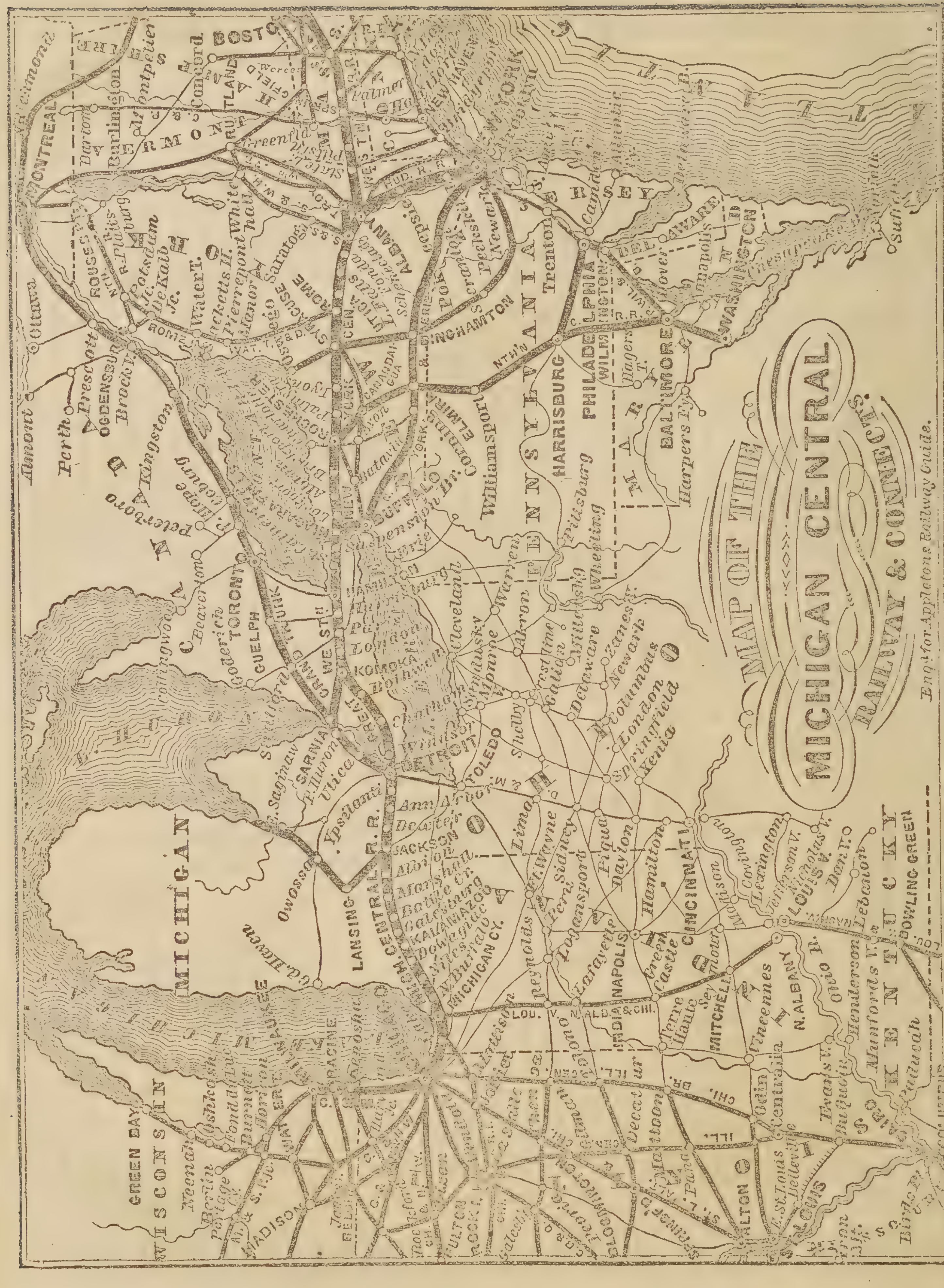
Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
12 10	8 30	0	...**Cleveland**...	150	2 00	8 00
12 35	8 56	8	.....Newburg.....	142	1 31	
1 00	9 27	20	....Macedonia....	130	1 00	
1 14	9 45	26	.... **Hudson**	124	12 39	7 03
1 29	10 02	32	.....Earlville.....	118	12 23	
1 46	10 19	38	.....Ravenna.....	112	12 04	6 34
2 27	11 15	57	.... **Alliance**....	93	11 15	5 56
2 54	11 52	69	.....**Bayard**.....	81	10 22	5 29
3 10	12 10	75	.....Hanover.....	75	10 05	5 14
3 36	12 40	87	....Salineville....	63	9 33	4 49
3 56	1 05	95	.Hammondsville.	55	9 09	4 31
4 05	1 15	99	..Yellow Creek...	51	8 59	4 22
4 40	1 45	102	...**Wellsville**...	48	8 50	4 15
4 50	1 55	106	.... Liverpool....	44	8 25	3 54
5 40	2 45	124	...**Rochester**...	26	7 25	3 10
6 45	3 55	150	... **Pittsburg** ...	0	6 15	2 10
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

RIVER DIVISION.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 10	6 15	0	....**Pittsburg** [1]..	95	11 00	6 45
3 10	7 25	26	...**Rochester**...	69	9 50	5 40
3 42	8 12	40	..Smith's Ferry..	55	9 02	5 02
3 54	8 25	44	....Liverpool.....	51	8 47	4 50
4 30	8 45	49	...**Wellsville**...	46	8 35	4 40
4 40	8 54	52	..Yellow Creek..	43	8 16	3 59
5 30	9 45	69	..**Steubenville**..	26	7 25	3 06
5 48	10 03	75	.....Lagrange.....	20	7 04	2 48
6 02	10 17	80	....Rush Run....	15	6 49	2 35
6 32	10 47	89	...Martinsville...	6	6 20	2 08
6 40	10 55	91	...**Wheeling** [2]...	4	6 10	2 00
6 50	11 05	95	...**Belle Air** [2]...	0	6 00	1 50
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Pennsylvania Central Railway.
2 Connects with Baltimore & Ohio Railway.

Tuscarawas Branch.—A train leaves New Philadelphia at 6 50 A. M., arriving at Bayard at 9 55 A. M., there connecting with Main Line. Leaves Bayard for New Philadelphia at 12 10 P. M. Distance, 32 miles.


MAP OF THE
MICHIGAN CENTRAL
RAILWAY & CONNECTS.
Engd for Appletons Railway Guide.
MICHIGAN
DETROIT
TOLEDO
CINCINNATI
LANSING
JACKSON
TORONTO
BUFFALO
ALBANY
BALTIMORE
PHILADELPHIA
HARRISBURG
BINGHAMTON
MONTREAL
KENTUCKY
WISCONSIN

MICHIGAN CENTRAL RAILWAY, and Connections.

Jas. F. Joy, Pres., Detroit, Mich. H. E. Sargent, Gen. Supt., Chicago, Ill. W. K. Muir, Asst. Gen. Supt., Detroit, Mich. Thos. Frazer, Gen. Ticket Agent, Detroit, Mich. C. E. Noble, Gen. Eastern Agent, No. 8 Astor House, New York.

Standard of Time.—Trains between New York and Albany are run by New York time; between Boston and Albany, by Springfield time; between Albany and Suspension Bridge, by Albany time; between Suspension Bridge and Detroit, by Hamilton time; between Detroit and Chicago, by Chicago time.

THROUGH TIME TABLE. [Nov. 23, 1868.

Going West.					STATIONS.	Going East.				
Mail.	Express.	Express.	Express.	Miles.		Miles.	Mail.	Express.	Express.	Express.
9 00 P. M.	3 00 P. M.	8 30 A. M.	5 00 A. M.	0	Leave.....**Boston**.....Arrive	1104		6 00 A. M.		3 50 P. M.
10 33 "	4 30 "	10 05 "	6 35 "	44	.....Worcester.....	1060		4 15 "		2 00 "
12 45 A. M.	6 30 "	12 15 P. M.	9 00 "	98	.....Springfield.....	1006		2 00 "		11 45 A. M.
11 00 P. M.	6 00 P. M.	11 30 A. M.	8 00 "		.....**New York**.....	1045		10 30 P. M.	7 30 A. M.	1 30 P. M.
7 30 A. M.	12 00 A. M.	6 00 P. M.	1 45 P. M.	200	.....**Albany**.....	904		4 50 P. M.	2 05 "	7 00 A. M.
7 00 "		5 35 "	1 20 "		.....**Troy**.....			5 05 "		
8 20 "	12 45 "	6 50 "	2 35 "	217	.....Schenectady.....	887		4 05 "	1 20 "	6 15 "
12 10 P. M.	4 22 "	10 47 "	5 58 "	309	.....Rome.....	794		12 32 "	9 53 P. M.	2 48 "
2 05 "	6 00 "	12 25 A. M.	7 35 "	348	.....Syracuse.....	756		11 10 A. M.	8 30 "	1 25 "
5 45 "	9 40 "	3 40 "	10 50 "	429	.....Rochester.....	675		8 10 "	5 25 "	10 20 P. M.
7 25 "	11 15 A. M.				l've.....**Buffalo**.....arr.	622		8 15 A. M.	3 45 "	8 35 P. M.
9 20 "	12 45 P. M.	6 55 A. M.	1 45 A. M.		arr...**Niagara Falls**...l've			4 40 "	2 10 P. M.	6 50 "
9 20 "	12 50 "	7 00 "	1 50 "	506	l've..**Suspension Br.**...arr.	598	4 10 A. M.	4 10 "	1 45 "	6 05 "
9 45 "	1 12 "	7 25 "	2 13 "	517	.....St. Catharines.....	587	3 40 "	3 40 "	1 10 "	5 37 "
11 00 "	2 40 "	9 00 "	3 35 "	549	.....**Hamilton**.....	555	2 30 "	2 30 "	12 00 M.	4 30 "
		10 00 "		568	.....Harrisburg.....	536				
12 15 A. M.	3 55 "	10 25 "	4 52 "	578	....Paris.....	526	1 10 "	1 10 "	10 30 A. M.	3 15 "
2 25 "	5 55 "	12 40 P. M.	6 55 "	625	....London.....	479	11 30 P. M.	11 30 P. M.	8 55 "	1 40 "
4 00 "	7 33 "	2 20 "	8 32 "	667	.....Bothwell.....	437	9 50 "	9 50 "	7 08 "	11 55 A. M.
4 50 "	8 25 "	3 10 "	9 15 "	690	.....Chatham.....	415	9 00 "	9 00 "	6 22 "	11 08 "
6 35 "	10 10 "	5 00 "	11 00 "	735	arr.....**Windsor**.....l've	369	7 30 "	7 30 "	4 30 "	9 30 "
	12 15 P. M.	7 30 A. M.	12 30 A. M.	0	l've.....**Toronto**.....arr.	597	5 15 A. M.	5 15 A. M.	5 00 P. M.	9 00 P. M.
	4 15 "	12 00 M.	4 35 "	88	.....Stratford.....	512	1 00 "	1 00 "	1 05 "	5 10 "
	7 15 "	3 05 P. M.	7 35 "	168	.....Sarnia.....	432	9 40 P. M.	9 40 P. M.	9 25 A. M.	1 00 "
	9 30 "	5 55 "	9 45 "	228	arr....Detroit Junction....l've	372	5 45 "	5 45 "	6 00 "	9 45 A. M.
7 20 A. M.	10 20 P. M.	5 25 P. M.	11 10 A. M.	735	l've.....**Detroit**.....arr.	369	5 55 P. M.	6 30 P. M.	3 45 A. M.	8 30 A. M.
7 35 "	10 35 "	5 40 "	11 25 "	738	....Grand Trunk Junction....	366	5 40 "	6 15 "	3 30 "	8 15 "
7 55 "		6 00 "		745	.....Dearborn.....	359	5 23 "			
8 15 "		6 20 "		753	.....Wayne.....	351	5 05 "			7 40 "
8 35 "				760	.....Denton's.....	344	4 45 "			
8 50 "	11 40 "	6 50 "	12 23 P. M.	765	.....Ypsilanti.....	339	4 35 "	5 20 "	2 30 "	7 15 "
9 15 "	12 00 "	7 20 "	1 00 "	773	.....**Ann Arbor**.....	331	4 10 "	5 00 "	2 07 "	6 45 "
9 45 "		7 45 "	1 20 "	782	.....Dexter.....	322	3 40 "	4 38 "		6 20 "
10 05 "		8 05 "		790	.....Chelsea.....	314	3 20 "			6 03 "
10 35 "	1 05 A. M.	8 35 "		801	.....Grass Lake.....	303	2 50 "			5 37 "
11 10 "	1 30 "	9 05 "	2 20 "	811	.....**Jackson**.....	293	2 20 "	3 45 "	12 45 "	5 10 "
			5 55 "		arr.....**Lansing**.....l've		10 50 A. M.			
11 40 "		9 33 "		822	.....Parma.....	282	1 50 P. M.			4 40 "
12 10 P. M.	2 15 "	9 57 "	3 00 "	831	.....Albion.....	273	1 25 "	3 00 "	12 02 "	4 15 "
1 05 "	2 45 "	10 30 "	3 27 "	843	.....**Marshall**.....	261	12 55 "	2 35 "	11 37 P. M.	3 45 "
1 25 "				850	.....White's.....	254	12 15 "			
1 45 "	3 13 "	11 03 "	3 53 "	856	.....Battle Creek.....	248	12 03 "	1 45 "	11 03 "	3 13 "
2 20 "		11 40 "		870	.....Galesburg.....	234	11 28 A. M.		10 30 "	
2 45 "	4 00 "	12 05 A. M.	4 40 "	879	.....Kalamazoo.....	225	11 00 "	1 03 "	10 10 "	2 25 "
3 00 "	4 15 "			885	.....Ostemo.....	219	10 47 "			
3 15 "	4 30 "			891	.....Mattawan.....	213	10 32 "			
3 28 "	4 40 "	12 45 "		895	.....Lawton.....	209	10 22 "		9 28 "	
3 50 "	5 00 "	1 05 "		903	.....Decatur.....	201	10 03 "		9 10 "	
4 20 "	5 25 "	1 40 "		914	.....Dowagiac.....	190	9 35 "		8 43 "	
4 55 "	6 05 "	2 20 "	6 33 "	927	.....Niles.....	177	9 05 "	11 25 A. M.	8 15 "	12 45 "
5 12 "	6 22 "			933	.....Buchanan.....	171	8 35 "		7 40 "	12 25 "
5 23 "	6 32 "			937	.....Dayton.....	167	8 23 "			12 15 "
5 45 "	6 53 "			944	.....Avery's.....	160	8 03 "			11 56 P. M.
5 50 "	6 57 "		7 13 "	946	.....Three Oaks.....	158	7 58 "			11 52 "
6 10 "	7 13 "			954	.....New Buffalo.....	150	7 40 "			11 35 "
6 40 "	7 40 "	4 00 "	7 50 "	964	.....**Michigan City**.....	140	7 13 "	10 10 "	6 40 "	11 13 "
7 10 "	8 10 "			976	.....Porter.....	128	6 45 "			
7 30 "	8 30 "	4 55 "	8 35 "	984	.....**Lake**.....	120	6 28 "	9 27 "	5 57 "	10 30 "
		9 45 "		1029	arr.....**Joliet**.....l've				3 00 "	
8 00 "	9 00 "			996	.....Gibson's.....	108	6 03 "			10 03 P. M.
8 20 "	9 18 "	5 45 "	9 17 "	1005	.....Calumet.....	99	5 45 "	8 43 "	5 13 "	9 45 "
9 05 P. M.	10 03 A. M.	6 30 A. M.	10 02 P. M.	1019	arr.....**Chicago**.....l've	85	5 00 A. M.	8 00 A. M.	4 30 P. M.	9 00 "
5 30 A. M.	8 30 P. M.	1 00 P. M.	5 30 A. M.	1104	Arrive..**Milwaukee**..Leave	0		11 00 P. M.	8 00 A. M.	4 25 P. M.

MAP OF THE
MICHIGAN SOUTHERN AND N. INDIANA RAILWAY
AND CONNECTIONS
Engr. for Appletons' Railway Guide.
LAKE HURON
LAKE MICHIGAN
LAKE ERIE
PORT HURON
Ridgeway
Mt. Clemens
DETROIT
WINDSOR
St. Clair
Belle River
Lake St. Clair
Sandusky
Cleveland
Grafton
Huron J.
Monroe V.
Springfield
Galion
Clyde
Fremont
Fostoria
Findlay
Shelby J.
Carey
Crestline
Bellefontaine
TOLEDO
Ida
Junc.
Springfield
Center V.
Delta
Wauseon
Archbald
Stryker
Bryan
Edgerton
Dixon
Van Wert
Sidney
Ottawa
Lima
Forest
Ft. Wayne
Union C.
Wabash
Kokoma
Curtis
Peru
Logansport
Lafayette
Reynolds
Kankakee
Joliet
Gilman
Loda
Proto
Ecorse
Wyandotte
Trenton
Huron
Stony Cr.
MONROE
Petersburg
Deerfield
Clinton
Manchester
Norvell
Napoleon
ADRIAN
Clayton
Hudson
Osseo
Hillsdale
Jonesville
Allens
Coldwater
Bronson
Burr Oak
Sturgis
WHITE PIGEON
THREE RIVERS
Middlebury
Bristol
JACKSON
LANSING
Owosso
Saginaw
Bay City
Big Sawbay
Grand Haven
Kalamazoo R.
St. Joseph R.
MICHIGAN CITY
CHICAGO
Calumet
Bailey T.
Millers
Pine Station
Ainsworth
Chicago Jc.
Holmesville
Laporte
Rolling Pr.
Terre Coupee
South Bend
Mishawaka
Osceola
ELKHART
Goshen
Millersburg
Ligonier
Wawaka
Kendallville
Corunna
Waterloo
Butler
MICHIGAN SOUTHERN R.R.
MICH. SOUTH. & N. IND. R.R.
M.S. & N. IND.
Palmyra
Knights
Sylvania
Stony Cr.
Junc.
Ottawa R.
Sandusky
Huron J.
Monroe V.
Springfield
Galion
Clyde
Fremont
Fostoria
Findlay
Shelby J.
Carey
Crestline
Bellefontaine
Forest
Ottawa
Lima
Van Wert
Sidney
Dixon
Edgerton
Ft. Wayne
Union C.
Wabash
Kokoma
Curtis
Peru
Logansport
Lafayette
Reynolds
Kankakee
Joliet
Gilman
Loda
Proto
Calumet
Bailey T.
Millers
Pine Station
Ainsworth
Chicago Jc.
MILWAUKEE
Racine
Kenosha
Waukegan
Winnetka
CHICAGO
WISCONSIN
ILLINOIS
INDIANA
OHIO
MICHIGAN
CLEVE.
TOL.
TRK.
CRT.
CRS'D
WAB.
TOL.
CHI.
CIN.
LOU.
V. N.A. &
ILL. CENT.
CALT. & R.I.
CH. & R.I.
CHI. & N.W.
CHI. & R.I.
MIL.
CHI. & M.
KEN. & R.I.
MIL. & ST. P.
CHI. & P.
DU. & W.
R.
W
E
S

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILWAY.

E. B. Phillips, Pres., Chicago, Ill. Legrand Lockwood, Treas., N. Y. City. C. F. Hatch, Gen. Supt., Chicago. Chas. Paine, Chief Engineer, Chicago, Ill. J. E. Curtis, Supt. Eastern Div., Adrian, Mich. C. Harris, Supt. Western Div., Laporte, Ind. P. D. Cooper, Supt. Nor. Div., Detroit, Mich. H. M. Wright, Supt. Southern Div., Toledo, O. C. P. Leland, Gen. Ticket Agent; F. E. Morse, Gen. Pass. Agent; and Chas. Gray, Com. Freight Agent, Chicago, Ill. [*Dec.* 20.

Toledo to Chicago. Exp.	Exp.	Acc.	Exp.	Mls	STATIONS. L've / Arr.	Chicago to Toledo. Mls.	Acc.	Exp.	Exp.	Exp.
P. M.	P. M.	A. M.	A. M.				P. M.	P. M.	A. M.	A. M.
7 45	12 35	8 00	12 25	0	.. **Toledo**...	244	4 45	5 00	1 55	6 15
				2	Air Line Junc.	241				
				10	....Holland...	224				
				19	...Swanton...	214				
				25	.....Delta....	208				
			1 41	32	.. Wauseon ..	201			12 38	
				36	..Pettisville..	197				
				41	...Archbald...	192				
			2 14	47	....Stryker...	186				
			2 31	54	....Bryan....	179			11 46	
			2 52	64	.. Edgerton ..	167			11 23	
			3 10	71	.....Butler....	161			11 07	
			3 28	79	...Waterloo...	153			10 50	
				87	...Corunna...	146				
			4 00	91	.Kendallville.	142			10 20	
			4 17	96	.Brimfield ..	137				
				103	...Wawaka...	130				
			4 37	108	.. Ligonier...	125			9 42	
				115	. Millersburg..	118				
			5 09	123	....Goshen...	111			9 09	
8 15		8 37		11	...Sylvania...	232	4 12			
		9 08		21	.....Riga.....	222	3 45			
8 42		9 17		24	.. Blissfield...	220	3 37			
		9 30		27	...Palmyra ..	216	3 26			
9 20	2 00	9 55		33	...**Adrian**...	210	3 05	3 45		5 00
9 50		10 26		44	....Clayton.	199	2 25			
10 08	2 40	10 47		50	...Hudson....	193	2 05	3 03		4 21
10 37		11 20		60	.....Osseo....	183	1 34			
10 52	3 14	11 37		66	...Hillsdale ..	177	1 15	2 31		3 46
11 05	3 23	11 51		70	..Jonesville ..	173	1 02	2 20		3 36
11 17		12 08		78	....Allens....	165	12 44			
11 33		12 27		82	....Quincy....	161	12 27			3 12
11 48	4 00	12 47		88	..Coldwater..	155	12 07	1 45		2 58
12 15		1 23		99	...Bronson...	144	11 36	1 23		
12 30		1 45		106	.. Burr Oak ..	137	11 16			2 18
12 45	4 48	2 04		112	....Sturgis....	131	10 57	12 56		2 04
1 12	5 12	2 39		124	.**W. Pigeon**.	119	10 21	12 32		1 37
1 25		2 55		129	. Middlebury.	114	10 06			1 25
1 40		3 10		134	....Bristol....	109	9 50			1 12
2 05	6 10	3 55	5 36	143	.. **Elkhart**..	101	9 25	11 55	8 45	12 55
2 32		4 27	6 02	154	..Mishawaka..	89	8 47	11 19	8 15	
2 42	6 40	4 40	6 12	158	.South Bend..	85	8 35	11 10	8 06	12 19
3 12		5 14		169	.Terre Coupee	73	8 00			
		5 19	6 42	171	....Carlisle...	72	7 56		7 36	
	7 21	5 37	6 57	178	Rolling Prairie	65	7 35		7 21	
3 55	7 40	6 05	7 35	185	..**Laporte**..	58	7 15	10 17	7 05	11 20
				193	.Holmesville .	50				
4 20	8 02		7 57	195	N. A. & S. Cr.*	49		9 52	6 23	10 53
4 40			8 16	202	.Coffee Creek.	41		9 36	6 05	
				214	....Miller's...	29				10 12
5 25	8 57		8 58	221	.Pine Station.	22		8 58		
				232	..Ainsworth..	11				
5 58	9 26		9 30	237	Chicago Junc.	6		8 30	5 00	9 34
6 30	10 00		10 00	244	.. **Chicago**..	0		8 00	4 30	9 00
A. M.	P. M.	P. M.	A. M.		Arr. / L've		A. M.	A. M.	P. M.	P. M.

☞ An additional train leaves Toledo for Elkhart at 12 25 p. m. Leaves Elkhart at 11 45 a. m., arriving at Toledo 5 20 p. m.

* Connects with Louisville, New Albany & Chicago Railway, p. 236.

☞ Trains are run by Chicago time, which is 17½ min. slower than Toledo or Detroit time.

DETROIT, MONROE & TOLEDO RAILWAY.

Exp.	Exp.	STAT'NS. L've / Arr.	Exp.	Exp
P.M.	A.M.		A.M.	P. M.
5 30	10 50	.**Detroit**.	8 30	6 40
6 10	11 21	G. T. Junc.	8 05	6 11
6 32	11 42	Wyandotte	7 37	5 51
6 44	11 52	. Trenton .	7 25	5 42
6 58	12 05	..Huron ..	7 10	5 30
7 12	12 17	.Newport.	6 55	5 17
7 35	12 36	.**Monroe**.	6 35	5 02
7 46		..La Salle..	6 17	
7 56		..Vienna ..	6 05	
		State Line		
8 12		Tremainsv.		
		A. L. Junc.		
8 30		.**Toledo**..	5 25	
P. M.	P. M.	Arr. / L've	A.M.	P. M.

Exp. Trains leave Detroit for Toledo at 7 00 a.m. and 2 15 p.m. Returning, leave Toledo for Detroit at 12 55 & 7 50 p.m.

Distance—Detroit to Monroe City, 41 miles; to Toledo, 65 miles; to Chicago, 284 miles.

MONROE BRANCH.

Exp.	Exp.	STAT'NS. L've / Arr.	Exp.	Exp
P. M.	P. M.		A.M.	P. M.
7 35	12 36	..**Monroe**.	6 30	5 00
8 00	12 58	....Ida ...	6 05	4 40
8 17	1 14	Petersburg	5 47	4 25
8 27	1 22	.Deerfield.	5 37	4 18
8 41	1 34	Wellsville	5 24	4 07
9 00	1 50	..**Adrian**..	5 05	3 50
P. M.	P. M.	Arr. / L've	A.M.	P. M.

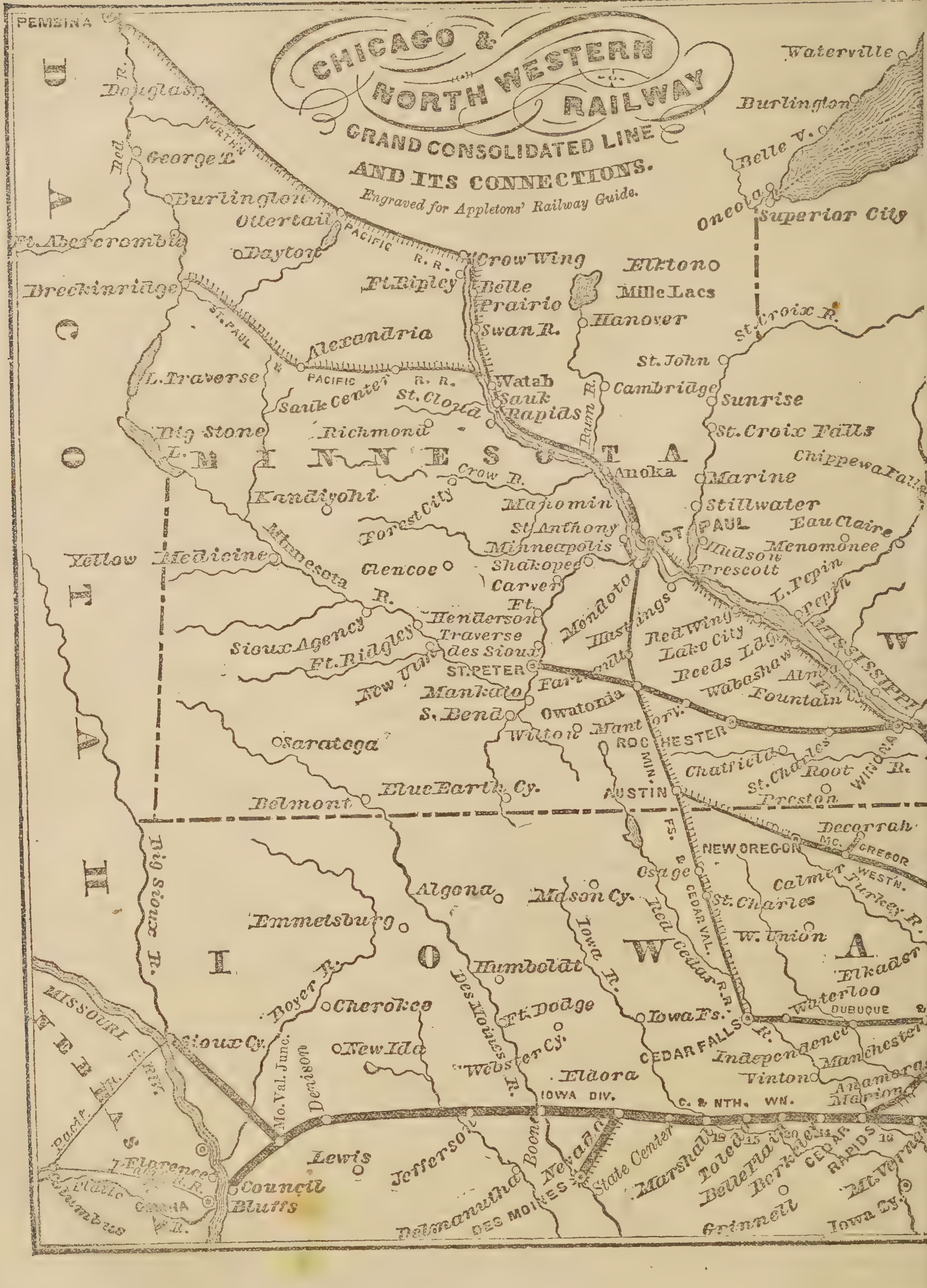
Distance—Detroit to Monroe City, 41 mls.; to Adrian, 73 mls.

JACKSON BRANCH.

Exp	Exp	STAT'NS. L've / Arr.	Exp.	Exp.
P.M.	A.M.		P.M.	P. M.
1 00	6 45	.**Jackson**.	3 45	11 10
1 30	7 18	**Napoleon**	3 15	10 40
2 03	7 45	Manchester	2 50	10 05
2 27	8 05	..Clinton..	2 27	9 42
2 43	8 20	.Tecumseh.	2 15	9 28
3 15	8 40	. Junction.	1 45	9 00
3 25	8 50	. **Adrian** .	1 30	8 35
P. M.	A.M.	Arr. / L've	P.M	P. M.

Through distance, 45 miles.

☞ All the above trains connect *directly* with trains on Cleveland & Toledo Road to and from Cleveland, Columbus, &c., and at Chicago with railways leading South, West, and North.


CHICAGO & NORTH WESTERN RAILWAY
GRAND CONSOLIDATED LINE
AND ITS CONNECTIONS.
Engraved for Appletons' Railway Guide.
DACOTAH
MINNESOTA
IOWA
NEBRASKA
PEMBINA
Douglas
George L.
Burlington
Ottertail
Ft. Abercrombie
Dayton
Breckinridge
Crow Wing
Ft. Ripley
Belle Prairie
Swan R.
Alexandria
L. Traverse
Sauk Center
St. Cloud
Watab
Sauk Rapids
Big Stone L.
Richmond
Elkton
Mille Lacs
Hanover
St. John
Cambridge
Sunrise
St. Croix Falls
Marine
Stillwater
Anoka
Chippewa Falls
Eau Claire
Menomonee
Waterville
Burlington
Belle V.
Oneota
Superior City
St. Croix R.
Rum R.
Crow R.
Kandiyohi
Forest City
Manomin
St. Anthony
Minneapolis
ST. PAUL
Hudson
Prescott
Yellow Medicine
Minnesota R.
Glencoe
Shakopee
Carver
Ft. Henderson
Mendota
Hastings
Red Wing
Lake City
L. Pepin
Reeds Lg.
Wabashaw
Alma
Fountain
Sioux Agency
Ft. Ridgley
Traverse des Sioux
ST. PETER
New Ulm
Mankato
S. Bend
Owatonia
Wilton
Faribault
ROCHESTER
Mantorville
Chatfield
St. Charles
Root R.
Winona
Preston
Saratoga
Blue Earth Cy.
Belmont
AUSTIN
Decorrah
NEW OREGON
MC. GREGOR & WESTN.
Osage
Calmer
Turkey R.
St. Charles
W. Union
Algona
Mason Cy.
Emmelsburg
Humboldt
Big Sioux R.
Des Moines R.
Iowa R.
Red Cedar R.
Elkader
Waterloo
DUBUQUE &
Boyer R.
Cherokee
Ft. Dodge
Iowa Fs.
CEDAR FALLS
Independence
Manchester
Sioux Cy.
New Ida
Webster Cy.
Eldora
Vinton
Anamosa
Marion
MISSOURI R.
Mo. Val. Junc.
Denison
IOWA DIV.
C. & NTH. WN.
Lewis
Jefferson
Boone
Nevada
State Center
Marshall
Toledo
Belle Plaine
Berkeley
CEDAR RAPIDS
Mt. Vernon
Florence
Council Bluffs
OMAHA
Columbus
Delmanutha
DES MOINES
Grinnell
Iowa Cy.

Isle Royale
Copper Harb.
Eagle Riv.
Eagle Har.
Hancock
Houghton
Portage L.
ONTONAGON
Bayfield
Ashland
La Pointe
Pewabic Mine
COPPER RANGE
Minnesota Mine
L'Anse
MARQUETTE
CANADA
Bay City
Ashland
Montreal R.
IRON MT.
NEGAUNEE
Grand Bay
Saut St. Marie
Mackinaw
PENINSULA R. R.
Bay de Nonquet
Menominee R.
ESCANABA
Chippewa R.
Bulls Falls
Jenny
Wausau
Menomonee
Peshtigo
Oconto
Sturgeon B.
Grd. Traverse
Stevens Pt.
Shawanaw
FT. HOWARD
GREEN BAY
Grand Rap.
Plover
N. London
Wright
DePere
WISCONSIN
Black R. Fs.
WAUPACCA
Appleton
Kenosha
Oshkoch
Gt. Pt. au Sable
LA CROSSE
Salem
Hungor
Sparta
Tomah
Lisbon
BERLIN
Fremont
OMRO
Princeton
Ripon
Waupon
Fond du Lac
Oakfield
Chester
Gaston
MIL. & ST. PAUL R.
PORTAGE CY.
BURNETT
Browns V.
De Soto
Lansing
Kilbourn Cy. R.
Richland
Sauk Cy.
Fox
Beaver
Columbus
MINNESOTA JC.
WATER T.
GREGOR
PRAIRIE DU CHIEN
SUN PR.
Jefferson
Ft. Atkinson
Whitewater
MADISON
Stoughton
MILTON
JANES V. JUNC.
Muskegon R.
White Riv.
Det. & Mil.
Grand R.
Kalamazoo R.
Kalamazoo
Mich. Cent.
MINERAL PT.
DUNLEITH
MONROE
CLINTON
SIOUX CY.
WARREN
Durand
GAL. BELOIT DIV.
FREEPORT
ROCKFORD
Galena
DUBUQUE R.
FARLEY
Mechanics V.
Savanna
FULTON
GAL. DIV.
BELVIDERE
CHI. & N. W.
ELGIN
CHICAGO
Michigan City
Mich. Sthn. & N. Ind.
Wheatland
Morrison
Rock R.
Rock Id.
Dixon
Franklin
Joliet
Pitts. Ft. W. & C.
ILLINOIS
INDIANA

CHICAGO & NORTH-WESTERN RAILWAY.

(GRAND CONSOLIDATED LINE.)

HENRY KEEP, President; P. H. SMITH, 1st Vice-Pres.; M. L. SYKES, 2d Vice-Pres.; G. L. DUNLAP, Gen. Supt. *Assistant Sup'ts:—Wis. Div.*—A. A. HOBART, Chicago, and T. F. STRONG, Fond du Lac, Wis *Milwaukee Div.*—C. C. WHEELER, Milwaukee. *Madison Div.*—H. P. STANWOOD, Madison. *Peninsula Div.*—S. C. BALDWIN, Escanaba. *Kenosha Div.*—C. H. SPAFFORD, Rockford. *Galena Div.*—J. C. GAULT and E. J. CUYLER, Chicago. *Iowa Div.*—I. B. HOWE, Clinton. CHAS. S. TAPPEN, Gen. Freight Agent; W. G. SWAN, Asst. Gen. Freight Agent; and B. F. PATRICK, Gen. Pass. Agent, Chicago, Ill. JOHN P. HORTON, North-Western Pass. Agent, Chicago, Ill. [*Nov.* 29.

WISCONSIN DIVISION.

Pass.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
4 45	9 00	0	.... **Chicago**....	242	7 15	5 45
	9 50	17	...Des Plaines...	225	6 26	
	10 07	22	.....Dunton.....	220	6 13	
6 00	10 22	26	.....Palatine.....	216	6 00	4 38
	10 39	32	... Barrington....	210	5 40	
	11 07	43	.**Crystal Lake**.	199	5 13	
7 02	11 31	51	....Woodstock....	191	4 53	3 40
7 50	12 20	63	**Harvard Jun.**[1]	179	4 25	3 15
		65	.....Lawrence....	177		
8 36	1 02	78	.**Clinton Junc.**[2].	164	3 43	2 26
9 20	1 45	91	...**Janesville**...	151	3 05	1 50
9 55	2 25	99	..**Milton Junc.**..	143	2 30	1 07
10 25	2 58	111	..Fort Atkinson..	131	1 47	12 35
10 45	3 15	117	.... Jefferson	125	1 28	12 18
11 40	4 05	130	..**Watertown**[3].	112	12 45	11 35
12 25	4 45	145	..... Juneau	97	11 54	10 50
12 36	4 55	148	ar } **Minne-** } lv	94	11 43	10 37
	5 15		lv } **sota J.** } ar		11 23	
12 52	5 30	152	.....Burnett[4]....	90	11 12	10 20
1 18	5 52	160	.....Chester.....	82	10 48	9 56
1 44	6 17	168	.....Oakfield.....	74	10 24	9 26
2 15	6 43	177	..**Fond du Lac**..	65	10 00	9 00
7 00	7 40	194	....**Oshkosh**[5]....	48	9 05	8 05
7 37	8 16	207	.....Neenah.....	35	8 22	6 52
8 00	8 38	214	... **Appleton** ...	28	8 00	6 25
8 45	9 20	226	...Wrightstown...	16	7 20	5 35
9 23	9 55	236	.....De Pere.....	6	6 47	5 04
9 45	10 15	242	**Fort Howard**.	0	6 30	4 45
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Rockford Branch to Rockford, Beloit, and Madison.
[2] Western Union Railway.
[3] Milwaukee & St. Paul R'way for Columbus, Portage City, Lisbon, Sparta, and La Crosse.
[4] Hor. Div. of Mil. & St. Paul to Ripon and Berlin.
[5] Steamers on L. Winnebago and Wolf and Fox Rivers to New London, Stevens' Point, &c.

KENOSHA DIVISION.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
	3 15	0	... **Kenosha**....	73	12 45	
	4 01	13	..... Bristol	60	12 02	
	4 35	20	....Fox River....	53	11 30	
	5 25	28	..... **Genoa**.....	45	10 53	
12 20	8 00	45	....**Harvard**....	28	9 35	11 55
	8 12	48	.....Chemung....	25	9 06	
12 40	8 31	52	.....Capron.....	21	8 50	11 27
12 55	8 55	57	...Poplar Grove...	16	8 28	11 08
1 05	9 14	60	. West Caledonia .	13	8 07	10 55
	9 25	63	. ....Argyle	10	7 55	
	9 45	67	..... Harlem.....	6	7 32	
	10 15	73	... **Rockford**...	0	7 00	
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

MILWAUKEE DIVISION.

Pass.	Exp.	Pass.	STATIONS.	Pass.	Exp.	Pass.
P. M.	P. M.	A. M.	LEAVE ARRIVE	P. M.	P. M.	A. M.
11 30	3 45	9 00	.... **Chicago**....	12 20	7 45	5 25
12 10		9 25	.....Rosehill	11 55	7 19	4 45
12 25	4 19	9 35	....**Evanston**....	11 45	7 09	4 25
12 44	4 29	9 47	. .. Winnetka....	11 32	6 58	4 03
12 53		9 53	..... Glencoe.....	11 26	6 52	3 53
1 09	4 44	10 04	..Highland Park..	11 15	6 42	3 34
1 30	4 55	10 17	...Lake Forest...	11 03	6 28	3 10
1 38		10 22	.... Rockland	10 58	6 24	3 00
2 10	5 17	10 40	.. **Waukegan** ..	10 45	6 10	2 25
2 48	5 40	11 03	...**State Line**...	10 17	5 40	1 30
3 15	5 57	11 20	....**Kenosha**....	10 00	5 23	1 03
3 50	6 18	11 45	.Racine Junction.	9 35	5 00	12 25
4 05	6 28	11 55	.....**Racine**.....	9 25	4 50	12 10
4 41	6 49	12 17	...County Line...	9 03	4 28	11 30
5 03	7 02	12 30	....Oak Creek.....	8 50	4 15	11 13
5 45	7 30	1 00	...**Milwaukee**...	8 20	3 45	10 30
A.M.	P. M.	P. M.	ARRIVE LEAVE	A. M	P. M.	P. M.

Distance—Kenosha, 51 miles; Milwaukee, 85 miles.

MADISON DIVISION.

Exp.	Pass.	Mls.	STATIONS.	Mls.	Exp.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
4 45	9 00	0	} .. **Chicago** .. } .Kinzie street. }	138	2 30	5 45
7 50	12 20	63	....**Harvard**[1]...	75	11 59	3 15
8 35	1 05	78	.North Caledonia.	60	10 55	1 50
8 52	1 22	84	..... Roscoe.....	54	10 35	1 25
9 10	1 40	90	..... **Beloit**	48	10 20	1 00
9 32	2 01	98	..... Afton.....	40	9 57	12 25
9 46	2 15	103	.....Hanover.....	35	9 43	11 58
9 56	2 25	106	.... Footville	32	9 35	11 42
10 07	2 35	110	.... Magnolia	28	9 25	11 25
10 22	2 50	115	....Evansville....	23	9 12	11 05
10 56	3 22	127	.....Oregon.....	11	8 40	10 06
11 25	3 45	138	....**Madison**....	0	8 15	9 30
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

PENINSULA DIVISION.—Lake Superior Line.

(First-class Steamers on Green Bay.)

Leave Ft. Howard 5 10 a. m., reach Escanaba 4 50 p. m.

Exp.	Acc.	Mls.	STATIONS.	Mls.	Acc.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
5 00	6 00	0	... **Escanaba** ...	75	8 50	12 10
5 32	6 38	13	...Day's River...	62	8 10	11 37
6 35	7 58	30	....Centerville....	45	6 35	10 34
7 16	8 58	44	....Airleyville....	31	5 30	9 53
8 35	10 25	62	.....Negaunee....	13	3 40	8 40
9 30	11 30	75	.. **Marquette** ..	0	2 40	8 00
P. M.	A. M.		ARRIVE LEAVE		P. M.	P. M.

CHICAGO & NORTH-WESTERN RAILWAY.

The COUNCIL BLUFFS AND OMAHA LINE of this great Railway is now completed.

CHICAGO TO COUNCIL BLUFFS AND OMAHA.

Mail.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
11 00	3 00	0	.. **Chicago**.. / .Wells street.	494	1 30	5 00
12 36	4 12	30	....Junction.....	464	12 18	3 30
12 53		36	.... **Geneva**	458		3 13
1 07		41	..... La Fox	453		
1 20		44	....Blackberry....	450		2 47
1 39		50	.....Lodi	444		2 29
1 54		55	.....Cortland.....	439		2 14
2 05		58	....**DeKalb**.....	436		2 05
2 23		64	.....Malta	430		1 41
2 39		70	.....Dement.....	424		1 26
2 56	5 57	75	.....Rochelle.....	419	10 25	1 10
3 21		83	..... Ashton	411		12 43
3 36		88	... **Franklin** ...	406		12 31
3 50		93	.... Nachusa.....	401		12 15
4 06	7 10	98	..... **Dixon**	396	9 26	11 59
4 24		104	..... Nelson	390		11 40
4 41	7 44	110	..... Sterling.....	384	8 57	11 26
4 52		113	.....Galt.....	381		11 14
5 13		119	...Round Grove...	375		10 56
5 28		124	.....Morrison.....	370	8 18	10 40
6 05	8 57	136	.....**Fulton**.....	358	7 47	10 03
7 00	9 25	138	.... **Clinton**.....	356	7 30	9 45
7 30		148	....Low Moor....	346		8 50
8 00	10 20	157	.....Dewitt.....	337	6 04	8 15
9 10	11 25	178	..... Loudon.....	316	5 00	6 55
10 05	12 15	195	..Mechanicsville..	299	4 05	5 50
10 35	12 39	203	..Mount Vernon..	291	3 40	5 20
11 45	1 20	219	.**Cedar Rapids**.	275	2 50	4 20
1 07	2 30	244	... Blairstown ...	250	1 40	2 25
2 35	3 50	270	.....Tama.....	224	12 20	12 50
3 35	4 50	289	.....Marshall.....	205	11 17	11 45
4 20	5 30	303	...State Center...	191	10 30	10 30
5 05	6 15	318	.....Nevada.....	166	9 45	9 45
7 00	7 50	340	..... **Boone**.....	154	8 30	8 30
9 22	9 30	370	..New Jefferson..	124	6 20	4 55
1 45	11 58	423	.....Denison.....	71	3 50	1 45
5 10	2 10	470	.Mo. Valley Junc.	24	1 25	10 20
6 45	3 20	490	.**Council Bluffs**.	4	12 15	8 40
7 00	3 30	494	.....**Omaha**.....	0	12 05	8 15
A. M.	P. M.		ARRIVE LEAVE		P. M.	P. M.

Clinton Passenger Train.—Leaves Chicago at 8 15 A. M., arriving at Clinton at 3 25 P. M.

Leaves Clinton at 11 35 A. M., arriving at Chicago at 6 50 P. M. [*Nov.* 23.

GALENA DIVISION. [*Nov.* 23.

(Formerly Galena & Chicago Union Railway.)

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
9 45	9 00		.. **Chicago**.. / .Wells Street.	121	3 10	3 10
10 13	9 30	9	.....Harlem.....	112	2 42	2 41
10 32	9 50	16	...Cottage Hill...	105	2 22	2 20
	10 03	20	.....Lombard.....	101	2 10	2 08
	10 11	23	.....Danby	98	2 02	2 01
	10 19	25	.....Wheaton.....	96	1 54	1 54
	10 27	28	.....Winfield.....	93	1 47	1 47
11 10	10 37	30	.....Junction.....	91	1 40	1 40
	10 55	35	.....Wayne.....	86	12 57	1 20
11 35	11 06	39	....Clintonville...	82	12 46	1 09
11 46	11 19	42	.....**Elgin**.....	79	12 35	12 58
	11 42	50	.....Gilbert's.....	71	12 11	12 34
12 20	11 56	55	.....Huntley	66	11 56	12 20
12 41	12 18	62	.....Union.....	59	11 34	11 50
12 52	12 30	66	.....Marengo.....	55	11 24	11 40
1 08	12 47	72	..Garden Prairie..	49	11 06	11 20
1 25	1 05	78	.. **Belvidere**...	43	10 49	11 03
1 42	1 23	84	..Cherry Valley..	37	10 31	10 44
2 07	2 05	92	....**Rockford**...	29	10 09	10 19
2 29	2 28	99	... Winnebago ...	22	9 45	9 54
2 50	2 49	106	....Pecatonica ...	15	9 25	9 35
3 08	3 07	114	.....Ridott.....	7	9 05	9 15
3 30	3 30	121	....**Freeport**.... (*Ill. Cent. R. R.*)	0	8 45	8 55
7 15	7 15	188	....**Dunleith**....		5 00	5 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Dixon and Rockford Train.—An extra train l'ves Chicago at 4 00 P. M., arriving at Rockford at 8 40 P. M., and Dixon at 8 55 P. M. Leaves Rockford for Chicago at 6 30 A. M. and Dixon at 6 15 A. M., arriving in Chicago at 11 10 A. M.

Fox River Valley Line.—Train leaves Chicago at 4 00 P. M., reaching Elgin at 6 16 P. M., and Richmond at 8 20 P. M. Returning, leaves Richmond at 6 25 A. M., and Elgin at 8 50 A. M., arriving in Chicago at 11 10 A. M.

Geneva Accommodation leaves Chicago at 5 30 P. M., reaching Geneva at 7 15, and Elgin at 7 35 P. M.

Connections are made at *Denison* with Coaches to *Sioux City* (75 miles); at *Omaha*, with "Union Pacific Railway" to *Cheyenne* (515 miles), thence by *Wells, Fargo & Co.'s Overland Stage Line to Denver, Salt Lake*, and all parts of *Colorado, Montana, Idaho, Utah*, and *California*.

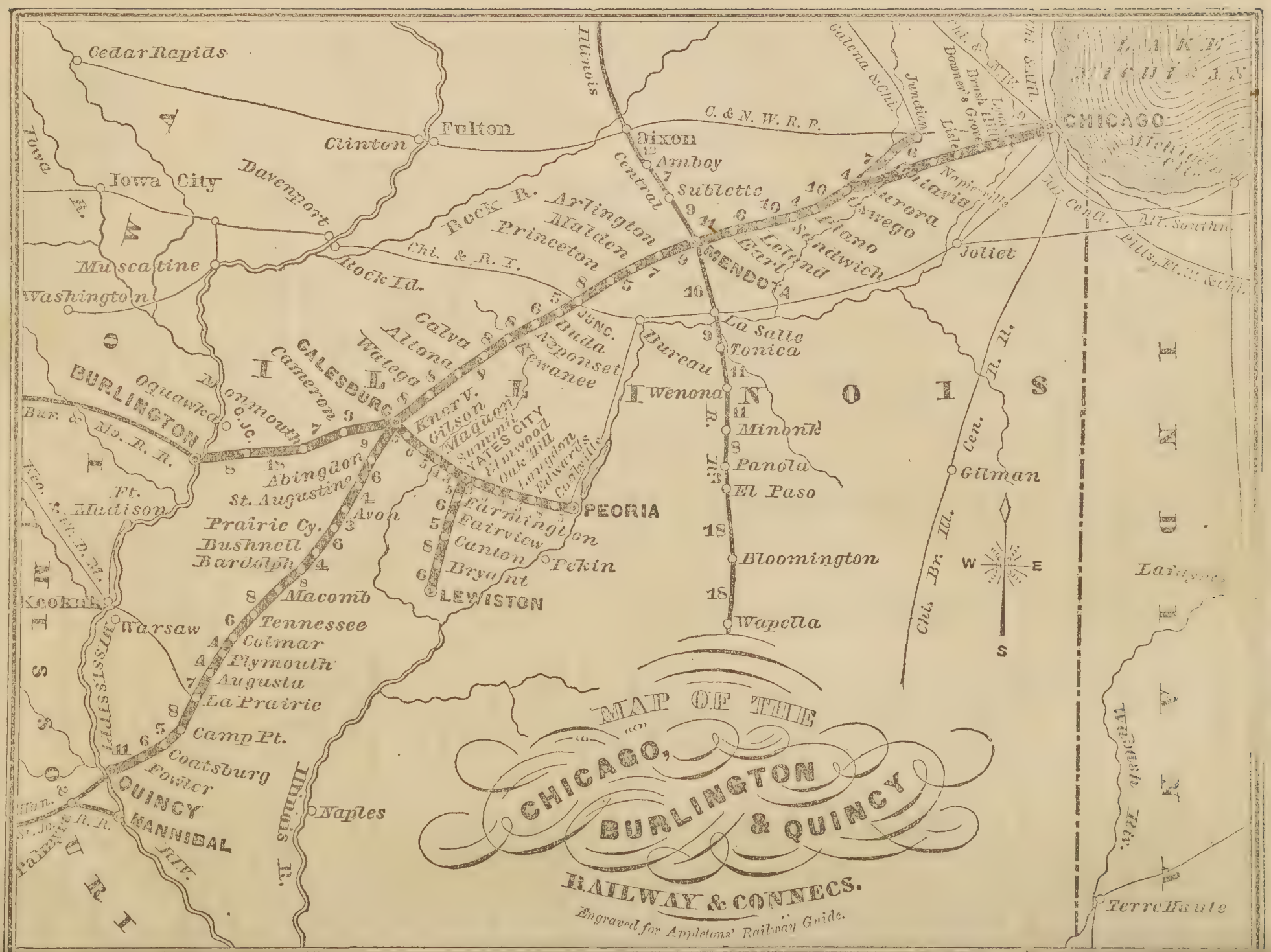
Connections are also made with *Splendid Passenger Packets* on the Mississippi River at Dunleith, Prairie du Chien, and La Crosse. Through Tickets include Meals and State Rooms on Steamers.

☞ All Branches of the Chicago & N. West'n R'way are now in splendid running order, and completely furnished with new and elegant *Patent Ventilated Cars*, whereby the great annoyance of dust is avoided.

Superior arranged *Sleeping Cars* are run to Council Bluffs, Dunleith, Prairie du Chien, Fond du Lac, and Green Bay.

GEO. L. DUNLAP, *General Superintendent.*

B. F. PATRICK *General Passenger Agent.*


MAP OF THE
CHICAGO, BURLINGTON & QUINCY
RAILWAY & CONNECS.
Engraved for Appletons' Railway Guide.
CHICAGO
LAKE MICHIGAN
Joliet
Aurora
Oswego
Plano
Sandwich
Leland
Earlville
MENDOTA
Dixon
Amboy
Sublette
Princeton
Malden
Arlington
Rock R.
Galena & Chi.
Junction
Chi. & N.W.
Chi. & R.I.
Rock Id.
C. & N. W. R. R.
Fulton
Clinton
Davenport
Iowa City
Cedar Rapids
Muscatine
Washington
Iowa R.
Illinois
Central
Mt. Cent.
Mt. Southn.
Pitts., Ft. W. & Chi.
Napierville
Downer's Grove
Lisle
Batavia
Geneva
Aug. Cent.
La Salle
Tonica
Bureau
Wenona
Minonk
Panola
El Paso
Bloomington
Wapella
Gilman
Chi. Br. Ill.
Cen. R. R.
Lafayette
Wabash Ry.
Terre Haute
Peoria
Pekin
Farmington
Fairview
Canton
Bryant
LEWISTON
Yates City
Knox.
Galesburg
Galva
Altona
Wataga
Cameron
Monmouth
Oquawka
Burlington
Bur. & Mo. R. R.
Abingdon
St. Augustine
Avon
Prairie Cy.
Bushnell
Bardolph
Macomb
Tennessee
Colmar
Plymouth
Augusta
La Prairie
Camp Pt.
Coatsburg
Fowler
Quincy
Hannibal
Hann. & St. Jo. R. R.
Palmyra
Mississippi
Mississippi R.
Illinois R.
Naples
Warsaw
Keokuk
Ft. Madison
Keo. & Ft. D. R.
Iowa
Illinois
Indiana
Missouri
Kansas
Nebraska
Dakota
Minnesota
Wisconsin
Michigan
Lake Superior
N
W
E
S

CHICAGO, BURLINGTON & QUINCY RAILWAY LINE.

J. F. Joy, Pres.; R. Harris, Gen. Supt.; A. N. Towne, Asst. Supt., Chicago, Ill. H. Hitchcock, Asst. Supt., Galesburg, Ill. N. D. Munson, Asst. Supt., Quincy, Ill. L. Carper, Asst. Supt., Burlington, Iowa. S. Powell, Gen. Ticket Agt., and E. R. Wadsworth, Gen. Freight Agt., Chicago, Ill. [*Dec.* 13.

Mendota Train.—A train leaves Chicago at 4 30 p.m., arr. at Mendota 8 15 p.m. Leaves Mendota at 6 15 a.m., arr. at Chicago 9 50 a.m.

Aurora Trains.—Leave Chicago for Aurora at 4 30 & 5 30 p.m. Leaves Aurora for Chicago at 6 40 & 8 00 a.m.

CONNECTIONS, ETC.

[1] Connects with Michigan Central, Michigan Southern, and Pittsburg, Fort Wayne & Chicago Railways. Also, with Steamboats sailing from Chicago.
[2] Connects with Illinois Central Railway.
[3] Connects with Galesburg, Peoria and Lewiston Branch Trains, *below*.
[4] Connects with Burlington & Missouri River Railway.
[5] Connects with stages of the "Western Stage Company."
[6] Connects with Quincy & Toledo Railway.
[7] Connects with the Quincy & Palmyra Railway for Palmyra, where it connects with the Hannibal & St. Joseph Railway for St. Joseph, there connecting with stages for all points in Kansas, Nebraska, and Western Missouri.

Fare.—Through Fare to Burlington, $8 00; to Quincy, $10 00. Way Fares, about 4 cents per mile.

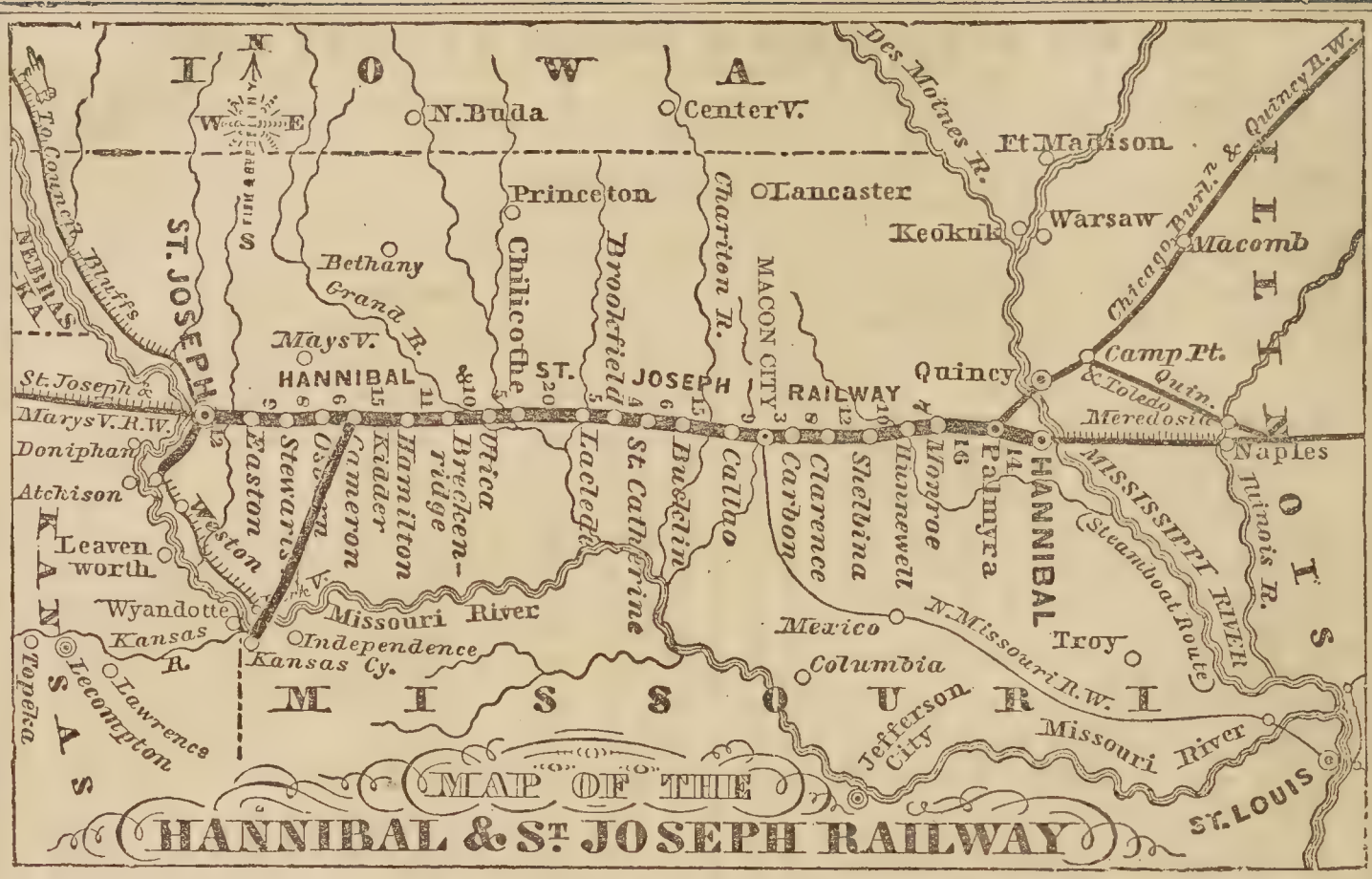
Standard of Time.—Clock at Central Depot, Chicago.

GALESBURG, PEORIA and LEWISTON TRAINS.

Westward.					Eastward.	
Pas.	Pas.	M	STATIONS.	M	Pass.	Pass.
P. M.	A. M.		L'VE ARR.		A. M.	P. M.
1 00	5 30	0	...**Peoria** [1]..	53	10 50	6 20
1 33	6 04	13	...Edwards...	40	10 12	5 37
1 45	6 15	18	...Langdon...	35	10 00	5 22
1 55	6 25	22	...Oak Hill...	31	9 48	5 10
2 07	6 37	27	.. Elmwood ..	26	9 35	4 53
1 00	5 30	0	..**Lewiston** .	53	10 55	6 20
1 33	6 03	14	....Canton...	39	10 15	5 36
2 02	6 32	25	. Farmington.	28	9 40	5 01
2 15	6 45	30	..Yates City..	23	9 25	4 44
2 15	6 45	30	..Yates City..	23	9 25	4 44
2 22	6 54	33	... Summit...	20	9 17	4 33
2 35	7 05	37	... Maquon...	16	9 04	4 18
2 47	7 17	42	.... Gilson....	11	8 51	4 03
3 02	7 32	48	.. Knoxville..	5	8 34	3 45
3 15	7 45	53	**Galesburg** [2]	0	8 20	3 30
P. M.	A. M.		ARR. L'VE		A. M.	P. M.

[1] Connects with Logansport, Peoria & Burlington Railway.
[2] Connects with Main Line for Chicago, Quincy, East Burlington, Ottumwa, &c.

Westward Trains.					Eastward Trains.		
Exp.	Pass.	Mail.	Mls.	STATIONS.	Mls.	Pass.	Mail.	Exp.
P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	A. M.
11 30	3 00	7 30	0	....**Chicago** [1]...	265	7 00	3 45	6 45
12 20	3 43	8 13	13	....River Side....	252	6 12	3 05	
12 52	4 10	8 40	23	.Downer's Grove.	242	5 45	2 39	
1 15	4 30	9 00	30	....Napierville....	235	5 25	2 20	
1 45	5 00	9 25	40	.....**Aurora**.....	225	5 00	1 56	4 52
			41	...West Aurora...	224			
2 03	5 13	9 38	45	.....Oswego.....	220	4 47	1 44	4 38
2 17	5 22	9 48	48	..... Bristol	217	4 39	1 35	4 28
2 40	5 37	10 05	54	..... Plano.....	211	4 25	1 20	4 14
2 57	5 47	10 17	58	.....Sandwich....	207	4 15	1 08	4 00
3 10	5 56	10 27	62	.... Somanauk....	203	4 08	1 00	3 50
3 35	6 11	10 44	68	.....Leland.....	197	3 50	12 44	3 35
4 00	6 29	11 05	75	.....Earl.....	190	3 35	12 26	3 15
4 15	6 43	11 22	79	.....Meriden.....	186	3 20	12 12	3 02
4 26	6 55	11 35	85	ar. **Mendota** [2] lv.	180	3 10	12 00	2 50
4 30	7 15	12 00		lv. **Mendota** [2] ar.			11 40	
4 53	7 37	12 22	94	....Arlington.....	171	2 50	11 15	2 28
5 10	7 54	12 37	101	..... Malden	164	2 33	10 58	2 10
5 25	8 08	12 50	107	.....Princeton....	158	2 20	10 43	1 53
5 45	8 27	1 08	113	C., R. I. & P. Junc.	152	2 02	10 23	1 30
5 57	8 38	1 19	119	.....Buda	146	1 52	10 12	1 17
6 13	8 53	1 35	125	.....Neponset	140	1 35	9 57	12 57
6 34	9 12	1 53	133	.....Kewanee.....	132	1 15	9 36	12 35
6 55	9 33	2 13	142	..... Galva.....	123	12 53	9 15	12 10
7 13	9 50	2 32	149	..... Altona.....	116	12 35	8 57	11 48
7 25	10 02	2 42	153	.....Oneida.....	112	12 25	8 45	11 35
7 36	10 12	2 52	157	.....Wataga.....	108	12 12	8 35	11 23
7 55	10 30	3 10	165	ar. **Galesburg** [3] lv	100	11 55	8 15	11 00
8 35	10 50	3 40	165	....Galesburg....	45	11 20	7 55	10 15
9 02	11 15	4 05	173	.... Cameron.....	37	10 55	7 30	9 50
9 22	11 36	4 24	180	....Monmouth....	30	10 35	7 12	9 30
9 42	11 55	4 42	187	.Young America.	23	10 15	6 53	9 13
10 18	12 30	5 15	197	.... Sagetown	8	9 44	6 22	8 40
10 45	1 00	5 40	205	**E. Burlington** [4]	0	9 20	6 00	8 15
A. M.	A. M.	P. M.		*Bur. & Miss. R.R.*		A. M.	A. M.	P. M.
4 00		12 15	280	...**Ottumwa** [5]...		11 45		2 45
P. M.		A. M.		ARRIVE LEAVE		P. M.		P. M.
8 55	11 16	3 50	175	.... Abingdon....	90	11 05	2 09	10 21
9 12	11 35	4 07	181	...St. Augustine...	84	10 48	2 02	10 07
9 25	11 49	4 18	185	.....Avon.....	80	10 35	1 50	9 55
9 32	11 58	4 26	188	...Prairie City...	77	10 28	1 43	9 48
9 47	12 17	4 42	194	.... Bushnell	71	10 12	1 27	9 33
10 00	12 32	4 53	198	.....Bardolph.....	67	10 00	1 15	9 22
10 17	12 53	5 12	206	..... Macomb.....	59	9 42	12 55	9 05
10 34	1 14	5 28	212	....Colchester....	53	9 27	12 38	8 48
10 40	1 21	5 34	214	.....Tennessee....	51	9 22	12 32	8 43
10 55	1 38	5 48	220	..... Colmar	45	9 08	12 17	8 28
11 07	1 53	6 00	224	....Plymouth	41	8 57	12 05	8 18
11 17	2 05	6 10	228	.....Augusta.....	37	8 47	11 53	8 08
11 35	2 27	6 23	235	....La Prairie....	30	8 30	11 35	7 51
11 42	2 36	6 35	238	.T., W. & W. Junc.	27	8 23	11 27	7 44
12 00	2 55	6 50	243	.**Camp Point** [6].	22	8 08	11 08	7 30
12 15	3 11	7 03	248	.... Coatsburg....	17	7 55	10 58	7 17
12 22	3 18	7 12	251	..... Paloma	14	7 50	10 45	7 12
12 30	3 28	7 20	254	..... Fowler	11	7 42	10 35	7 03
12 37	3 35	7 25	256	..... Cliola.....	9	7 35	10 28	6 58
1 00	4 00	7 45	265	.....**Quincy** [7].....	0	7 10	10 00	6 35
P. M.	A. M.	P. M.		*Han. & St. J. R.R.*		A. M.	A. M.	P. M.
	5 45	6 45	473	...**St. Joseph**...		6 40		7 10
	P. M.	A. M.		ARRIVE LEAVE		P. M.		A. M.



C. W. Mead, Gen. Supt., and Geo. H. Nettleton, Asst. Supt., Hannibal, Mo. D. S. Stover, Asst. Supt., Brookfield, Mo. D. H. Winton, Gen. Agent, St. Joseph. H. H. Courtright, Gen. Freight Agent, and P. B. Groat, Gen. Ticket Agent, Hannibal, Mo. [*Dec.* 13.

CONNECTIONS.

[1] Connects with Steamers to St. Louis and all points on the Mississippi River.
[2] Connects with Chicago, Burlington & Quincy, and Toledo, Wabash & Western Railways.
[3] Connects with daily stages to Paris and Shelbyville.
[4] Connects with North Missouri R'way for St. Louis.
[5] Connects with daily stages for Brunswick, Linnens, &c.
[6] Connects with daily stages for Trenton, Princeton, &c.
[7] Connects with daily stages for Richmond and Lexington.
[8] Connects with Cameron & Kansas City Railway.
[9] Connects with Union Pacific R'way, E. D., for Lawrence, Topeka, Fort Riley, Junction City, Denver, Santa Fé, Salt Lake, and California.
[10] Connects with Platte County Railway for Atchison and Leavenworth. Steamers from St. Joseph to Nebraska City, Council Bluffs, Omaha, &c., connecting at Omaha with Union Pacific Railway for Fort Kearney.

Kansas City Branch.—Trains leave Cameron Junction for Turney, Lathrop, Holt, Kearney, Liberty, Arnold, Harlem, and Kansas City, at 5 10 a.m. and 4 05 p.m. Returning, leave Kansas City at 6 00 a.m. and 5 00 p.m., making close connections with trains for St. Joseph and Hannibal.

Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
8 00	7 00	0	... **Hannibal** [1]..	206	5 40	5 50
8 33	7 35	10	..... Barkley	196	5 08	5 23
7 45	6 45		lv... **Quincy** [2]...ar	204	5 50	6 05
9 05	8 00	15	**Palmyra Junc.**	191	4 50	5 10
9 48	8 45	30	..... Monroe.....	176	3 57	4 15
10 07	9 02	37	....Hunnewell ...	169	3 40	3 57
10 35	9 30	47	.....Shelbina [3]....	159	3 13	3 28
11 08	10 02	59	.....Clarence.....	147	2 41	2 53
11 30	10 24	67	.....Carbon.....	139	2 19	2 30
11 40	10 40	70	.... **Macon** [4]....	136	2 10	2 20
12 05	10 54	75	..... Bevier	131	1 52	2 00
12 14	11 05	79	.....Callao.....	127	1 41	1 49
12 37	11 26	86	.. New Cambria ..	120	1 20	1 27
1 02	11 50	94	..... Bucklin.....	112	12 58	1 02
1 22	12 08	100	...St. Catherine...	106	12 41	12 45
1 45	12 40	104	...**Brookfield**...	102	12 30	12 30
2 00	12 55	109	.....Laclede [5]....	97	11 55	12 04
2 20	1 15	116	....Bottsville.....	90	11 35	11 40
2 35	1 30	121	.... Wheeling	85	11 20	11 20
3 00	1 56	130	...**Chillicothe** [6].	76	10 56	10 52
3 15	2 10	135	..... Utica	71	10 42	10 35
3 49	2 45	145	...Breckenridge...	61	10 10	9 57
4 20	3 14	156	.... Hamilton [7]...	50	9 40	9 23
4 37	3 32	163	..... Kidder.....	43	9 23	9 01
5 03	3 58	171	... **Cameron**	35	8 58	8 33
5 10	4 05	172	..Cameron Junc. [8].	34	8 55	8 30
7 45	6 50	225	... **Harlem**		6 10	5 10
7 55	7 00		..**Kansas City** [9].		6 00	5 00
5 25	4 22	177	.....Osborn.....	29	8 33	8 04
5 45	4 43	185	.. Stewartsville ..	21	8 11	7 42
6 11	5 10	194	..... Easton	12	7 46	7 15
6 45	5 45	206	.. **St. Joseph** [10].	0	7 10	6 40
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

MISSOURI VALLEY RAILWAY.

JNO. G. RICHARDSON, President. PICKERING CLARK, Vice-President, New York. JOSEPH S. FORD, Secretary and Treasurer; and A. G. GOWER, Supt. and Chief Engineer, St. Joseph, Mo, [*Nov.* 30.

Sunday Train.—Leaves St. Joseph for East Leavenworth at 8 00 a. m.
Leaves East Leavenworth for St. Joseph at 4 00 p. m.

[1] Connects with Lines of Stages going North to Omaha and Nebraska City.
[2] Connects with Hannibal & St. Joseph Railway for Quincy, Macon, &c.
[3] Connects by ferry to Atchison, there connecting with Central Br. of Union Pacific Railway.
[4] Connects by ferry to Leavenworth, there connecting with Pacific Railway of Missouri for Kansas City, &c.

Southward Trains.				Mls.	STATIONS.	Mls.	Northward Trains.			
Mxd.	Exp.	Mxd.	Exp.				Mxd.	Exp.	Exp.	Mxd.
P. M.	A. M.	A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.	P. M.
4 15		8 45		0	...**Savannah** [1]..	61	8 15			3 45
4 33		9 03		6	.Farmer's Station.	55	7 57			3 27
4 42		9 12		9	... Jamestown ...	52	7 48			3 18
5 00	10 15	9 30	5 30	15	..**St. Joseph** [2]..	46	7 30	12 45	6 40	3 00
				16	Han. & St. Jo. Jun.	45			6 35	
				20	...Lake Station...	41				
	10 55		6 06	37	..... Hall's.....	34		12 06	6 02	
	11 15		6 18	31	....Rushville	30		11 52	5 48	
	11 30		6 30	35	...**Winthrop** [3]..	26		11 36	5 34	
	12 00		6 50	41	...Block's Mill...	20		11 08	5 04	
	12 15		7 02	45	..... Iatan	16		10 55	4 51	
	12 43		7 20	52	..... Weston	9		10 34	4 30	
				55	.... Beverley	6				
	1 15		7 50	61	**E. Leavenw'th** [4]	0		10 00	4 00	
P. M.	P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.

NORTH MISSOURI RAILWAY.

Hon. BARTON BATES, Pres., and J. P. LAIRD, Gen. Supt., St. Louis, Mo. [*Dec.* 20.

Westward Trains.					Eastward Trains.	
Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 45	9 45	0	....**St. Louis**....	275	11 00	11 40
	9 53	1	.....Gambles.....	274	10 52	
4 10	10 15	10	.....Ferguson	265	10 28	11 08
5 05	11 10	20	...**St. Charles**..	255	9 30	10 05
5 28	11 37	29	....Dardenne.....	246	9 03	9 30
5 46	11 57	37	.... Perruque	238	8 43	9 05
5 57	12 10	42	....Wentzville....	233	8 30	8 48
6 11	12 29	48	.....Millville.....	227	8 15	8 29
6 34	1 00	57	.. **Warrenton** ..	218	7 49	8 00
6 48	1 17	63	....Pendleton	212	7 34	7 41
7 10	1 42	72	.....High Hill.....	203	7 10	7 12
7 55	2 30	82	...Montgomery...	193	6 45	6 40
8 14	2 53	89	....Wellsville	186	6 03	5 58
8 27	3 08	94	...Martinsburg...	181	5 49	5 44
9 02	3 48	108	.... **Mexico**	167	5 10	5 05
9 15	4 04	113	....Thompson....	162	4 55	4 49
9 37	4 30	121	**Centralia Junc.**	154	4 30	4 23
9 56	4 59	129	.... Sturgeon	146	4 07	4 00
10 20	5 38	139	.....Renick.....	136	3 38	3 31
10 40	6 15	145	**Moberly Junc.**	130	3 20	3 15
10 56	6 36	150	..... Cairo	125	2 58	2 56
11 12	6 54	165	...Jacksonville...	110	2 44	2 43
11 40	7 30	167	.....**Macon**.....	108	2 15	2 20
12 00		188	.....La Plata.....	87	11 31	12 00
1 35		233	....Coatesville....	42	7 15	7 35
6 00		241	.....Moulton.....	34		6 45
		275	....**Ottumwa** ...	0		
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

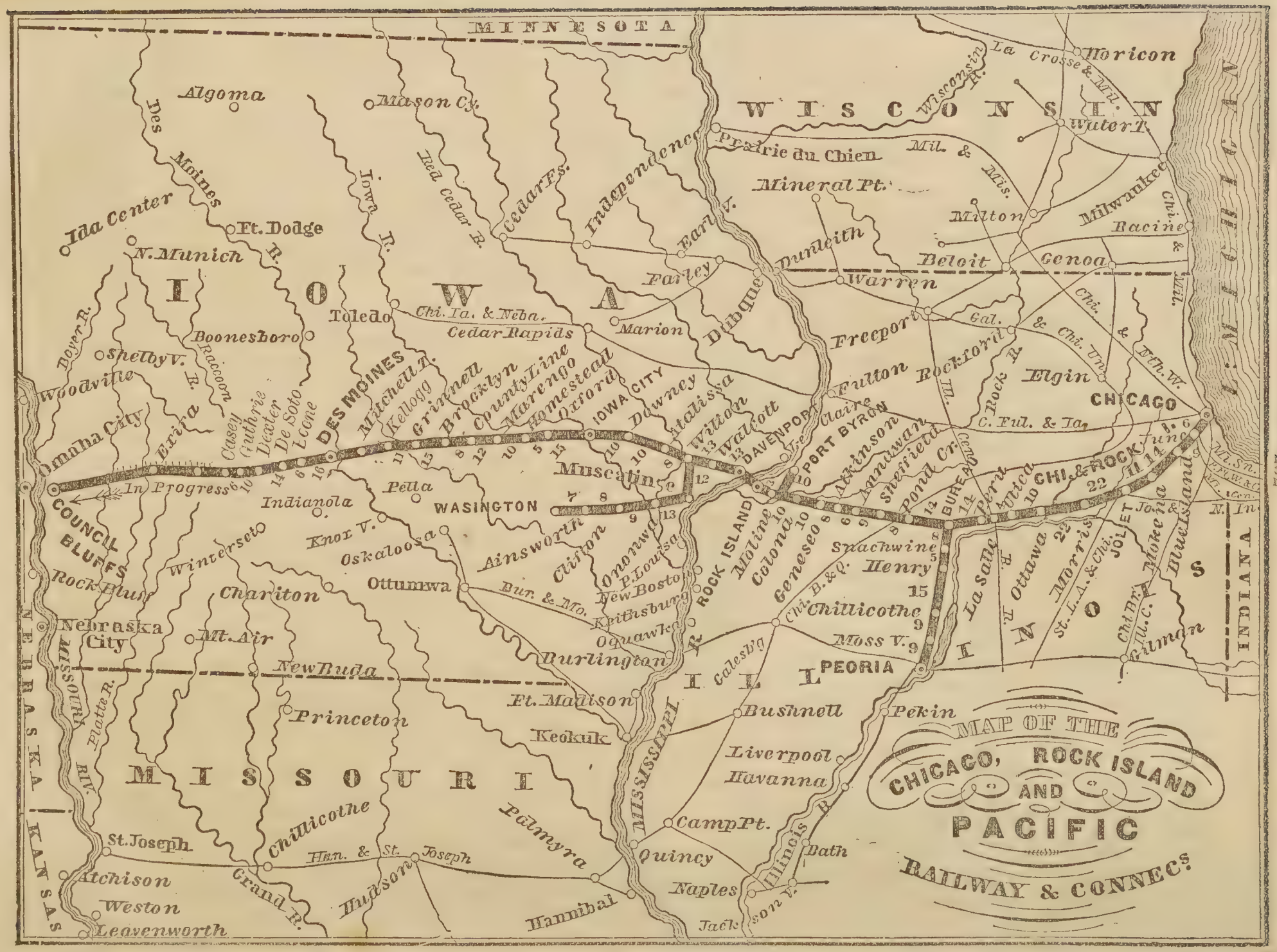
☞ *Accom. Train* leaves St. Louis at 4 30 p.m., arr. at St. Charles 5 45 p.m. Leave St. Charles 7 00 a.m., arr. at St. Louis 8 15 a.m.

ST. JOSEPH & COUNCIL BLUFFS RAILWAY.

WILLIS PHELPS, Pres., Springfield, Mass. C. W. MEAD, Gen. Supt.; D. H. WINTON, Asst. Supt.; L. J. RICHARDSON, Gen. Ticket Agent; and J. B. HOFFMAN, Gen. Fr'ht Agent, Council Bluffs, Iowa.

Northward Trains.					Southward Trains.	
Exp.	Mxd.	Mls.	STATIONS.	Mls.	Exp.	Mxd.
A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
			.... **Omaha** [1]....			
11 00	5 30	0	**Council Bluffs** [2]	132	3 00	8 50
11 24	6 14	8	..Trader's Point..	124	2 37	8 05
11 46	6 55	16	.....Pacific.....	116	2 15	7 20
12 20	7 58	28	.....Bartlett.....	104	1 40	6 13
12 45	8 45	37	.....Percival.....	95	1 15	5 25
1 00	9 10	42	E. Nebraska City [3]	90	1 00	4 55
1 50	10 10	53	.... Hamburg	79	12 25	3 53
2 20	10 56	62	.....Watson.....	70	11 40	3 05
2 37	11 23	67	.....Phelps [4].....	65	11 23	2 37
3 22	12 30	79	.....Corning.....	53	10 38	1 30
3 41	1 00	86	.....Craig	46	10 20	1 00
4 05	1 42	93	.....Bigelow.....	39	9 55	12 20
4 36	2 43	103	...Forest City...	29	9 24	11 22
5 01	3 34	112	.....Forbes.....	20	8 59	10 33
5 18	4 08	118	.... Nodaway	14	8 41	10 00
5 30	4 33	122	....Amazonia	10	8 28	9 35
6 00	5 30	132	...**St. Joseph** [5]..	0	8 00	8 40
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

[1] Connects with Union Pacific Railway. [*Nov.* 23.
[2] Connects with Chicago & Northwestern Railway, which connects at Missouri Valley with Sioux City & Pacific Railway.
[3] Connects with Omnibus to Nebraska City, thence by daily stages to Lincoln, Nebraska.
[4] Connects with Omnibus to Brownsville, Neb., and Rockport, Mo.
[5] Connects with Hannibal & St. Joseph and Missouri Valley Railways.


MAP OF THE
CHICAGO, ROCK ISLAND
AND
PACIFIC
RAILWAY & CONNECTS.
MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
MISSOURI
INDIANA
NEBRASKA
KANSAS
Algoma
Mason Cy.
Des Moines R.
Ida Center
Ft. Dodge
N. Munich
Boyer R.
Woodville
Shelby V.
Boonesboro
Raccoon R.
Iowa R.
Toledo
Chi. Ia. & Neba.
Cedar Rapids
Tea Cedar R.
Cedar Fs.
Independence
Marion
Dubuque
Early V.
Farley
Prairie du Chien
Mineral Pt.
Dunleith
Warren
Freeport
Fulton
Rockford
Rock R.
Elgin
CHICAGO
Horicon
La Crosse & Mil.
Wisconsin R.
Water T.
Milwaukee
Milton
Racine
Beloit
Genoa
Mil. & Mis.
Chi. & Nth. W.
Chi. & Chi. Un.
Gal.
C. Ful. & Ia.
Omaha City
Erica
Casey
Guthrie
Dexter
De Soto
Leone
DES MOINES
Mitchell T.
Kellogg
Grinnell
Brooklyn
County Line
Marengo
Homestead
Oxford
IOWA CITY
Downey
Atalissa
Wilton
Walcott
DAVENPORT
Le Claire
PORT BYRON
Atkinson
Landwan
Sheffield
Pond Cr.
Cento
BUREAU
Perry
Utica
CHI. & ROCK ISLAND
Junc.
Mil. & St. P. & P. W. & C.
Mil. & Nor.
In Progress
Muscatine
Pella
Indianola
WASHINGTON
Knox V.
Oskaloosa
Ainsworth
Clifton
Ottumwa
Bur. & Mo.
Onondaga
P. Louisa
New Boston
Keithsburg
Oquawka
ROCK ISLAND
Moline
Colona
Geneseo
Chi. B. & Q.
Synachwine
Henry
Chillicothe
Moss V.
Burlington
Galesb'g
PEORIA
Pekin
Bushnell
Liverpool
Havanna
Camp Pt.
Quincy
Naples
Jackson V.
Bath
Illinois R.
Mississippi R.
Ft. Madison
Keokuk
Hannibal
Palmyra
Princeton
New Buda
Mt. Air
Chariton
Winterset
Council Bluffs
Rock Blufs
Nebraska City
Missouri R.
Platte R.
St. Joseph
Atchison
Weston
Leavenworth
Grand R.
Hudson
Han. & St. Joseph
Chillicothe
La Salle
Ottawa
Morris
St. L. A. & Chi.
JOLIET
Chi. Pr. & Ill. C.
Morena
Dwellsland
Pilman
Ill. Cen.
Jo. & M.
M. In.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

JOHN F. TRACY, President and Gen. Supt.; P. A. HALL, Asst. Gen. Supt., Chicago, Ill. A. KIMBALL, Asst. Supt. Iowa Div., Davenport. LEWIS VIELE, General Freight Agent; A. M. SMITH, Gen. Pass. Agent; EVERITT ST. JOHN, Chief Ticket Clerk, Chicago, Ill.

Standard of Time—CLOCK IN SUPERINTENDENT'S OFFICE, CHICAGO. [*Nov.* 29.

THE CHICAGO & ROCK ISLAND RAILWAY LINE is the only Direct Route from Chicago to Joliet, La Salle, Peoria, Rock Island, Davenport, Muscatine, Washington, Iowa City, Des Moines, Council Bluffs, Omaha, Denver City, and all points in Central and Western Iowa and Nebraska.

Passenger Depot, corner of Van Buren and Sherman Streets, Chicago.

THROUGH TICKETS, via this Line, can be procured at all the principal Railway Offices in the United States and Canadas.

P. A. HALL,
Asst. Gen. Supt.

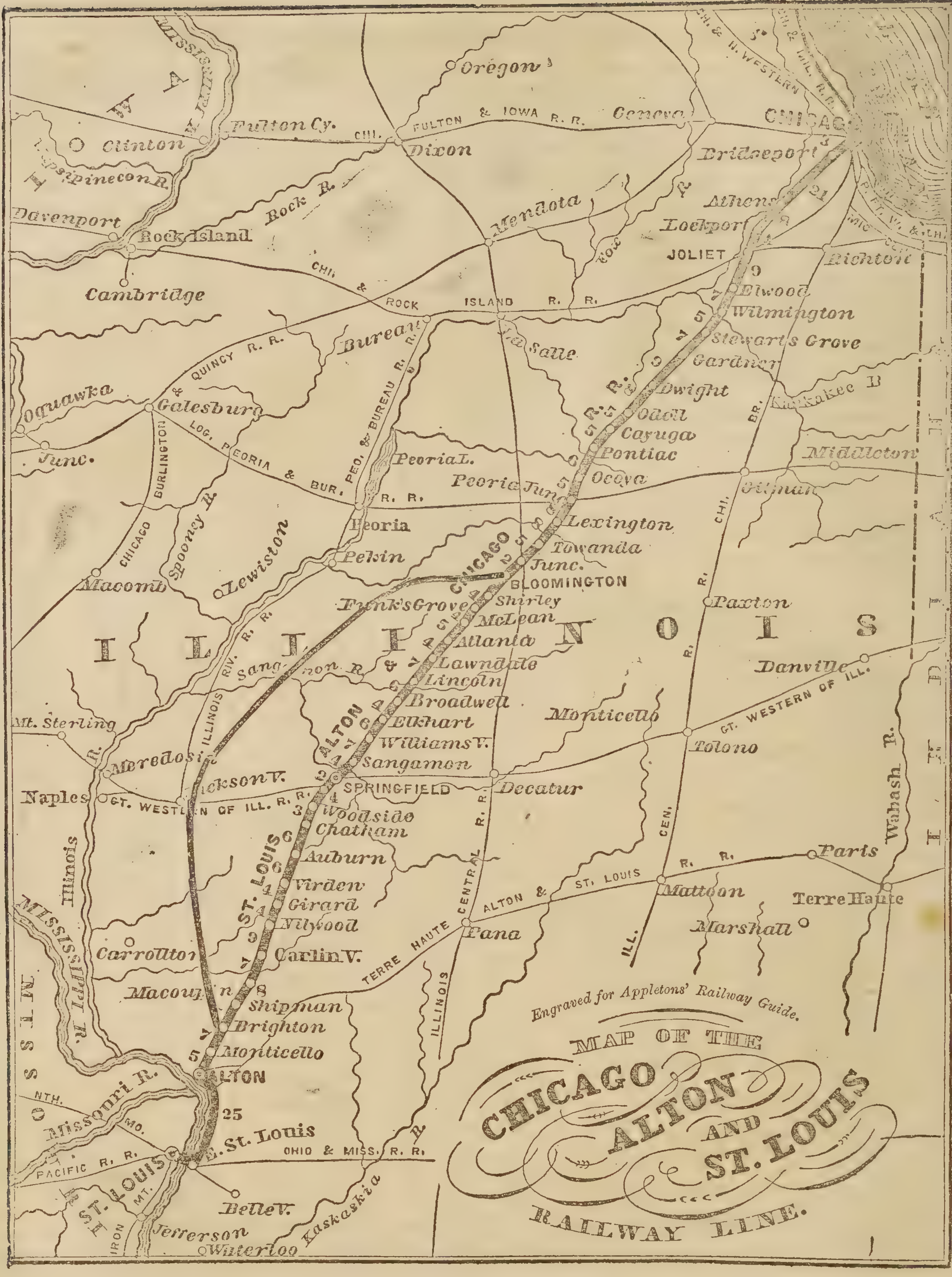
CONNECTIONS.

[1] Connects with railways diverging from Chicago. Also with steamers to ports on Lake Michigan.
[2] Junction of Michigan Southern Railway.
[3] Junction of Joliet & Northern Indiana, and Chicago, Alton & St. Louis Railways. Connects with Illinois & Michigan Canal.
[4] Terminus of Illinois & Michigan Canal. Connects with steamers to St. Louis. Crossing of Illinois Central Railway.
[5] Junction of Peoria Branch.
[6] Connects with Galesburg, Peoria & Lewiston Trains.
[7] Crossing of Chicago, Burlington & Quincy Railway.
[8] Connects with steamers on Mississippi River.
[9] Connects with steamers to and from all ports on the Mississippi River.
[10] Junction of Muscatine & Oskaloosa Branch.
[11] Connects at Washington with Stages for Fairfield, Sigourney, and Oskaloosa.
[12] Connects at Marengo with Stage for Blairstown.
[13] Connects with Des Moines Valley Railway.

☞ Going West.—Chicago to Rock Island and Des Moines.

Acc.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.	Acc.
P.M.	P. M.	A.M.		LEAVE ARRIVE		A.M.	P. M.	A.M.
4 10	10 45	9 00	0	....**Chicago** [1]....	358	6 10	3 45	9 55
4 45	11 15	9 35	7	....Junction [2]....	351	5 40	3 15	9 28
5 10	11 40	10 07	16	....Blue Island....	342	5 15	2 48	9 05
5 32		10 32	23	.....Bremen.....	335		2 25	8 45
5 50		10 52	30	.....Mokena.....	328		2 07	8 28
6 35	12 50	11 26	40	.....**Joliet** [3].....	318	4 07	1 35	8 00
7 05	1 20	12 00	51	.....Minooka.....	307	3 40	1 05	7 20
7 33	1 50	12 35	62	.....Morris.....	296	3 10	12 35	6 53
8 02	2 18	1 05	72	.....Seneca.....	286	2 45	12 06	6 25
8 15	2 31	1 18	77	... Marseilles....	281	2 31	11 53	6 11
8 38	2 55	1 40	84	.... **Ottawa**	274	2 08	11 31	5 50
9 03	3 20	2 08	94	..... Utica	264	1 38	11 04	5 25
9 18	3 33	2 22	99	....**La Salle** [4]...	259	1 22	10 50	5 12
9 30	3 45	2 35	100	..... Peru	258	1 10	10 37	5 00
P.M.	4 12	3 03	110	..... De Pue	248	12 38	10 12	A.M.
	4 40	3 35	114	.....**Bureau** [5]...	244	12 20	10 00	
	4 40	3 35	114	.....Bureau.....		12 00	9 45	
	5 02	3 56	122	..... Putnam.....		11 37	9 20	
	5 16	4 10	128	.....Henry.....		11 20	9 02	
	5·34	4 27	134	.... Sparland		11 00	8 40	
	5 55	4 47	142	....Chillicothe....		10 38	8 16	
	6 03	4 55	145	.....Rome.....		10 30	8 06	
	6 16	5 08	151	.....Mossville.....		10 14	7 50	
	6 45	5 50	161	.....**Peoria** [6]....		9 45	7 20	
	5 03	3 58	122	.....Tiskilwa.....	236	11 35	9 20	
	5 19	4 12	129	.**Pond Creek** [7].	229	11 20	9 03	
	5 40	4 32	137	..... Sheffield.....	221	10 57	8 40	
	6 02	4 55	146	.... Annawan	212	10 33	8 15	
	6 17	5 10	152	.....Atkinson.....	206	10 18	8 00	
	6 38	5 29	159	.....Geneseo.....	199	9 58	7 38	
	7 08	5 55	170	.....Colona.....	188	9 27	7 08	
	7 23	6 10	175	.Port Byron Junc.	183		6 52	
	7 33	6 20	179	..... Moline	179	9 00	6 40	
	7 45	6 50	182	.**Rock Island** [8].	176	8 50	6 30	
	8 30	8 00	184	...**Davenport** [9]..	174	8 20	6 10	
	9 15	8 55	196	.....Walcott.....	162	7 10	3 55	
	9 30	9 15	201	.....Fulton	158	6 55	3 35	
	9 40	9 25	203	..... Durant	155	6 45	3 25	
P.M.	10 05	9 50	209	.....Wilton.....	149	6 30	3 05	A.M.
9 55	10 10	: :	209	.....Wilton.....		6 15	: :	9 45
10 40	11 00	: :	222	...**Muscatine** [10].		5 30	: :	9 00
P.M.	11 45	: :	234	.....Ononwa.....		4 50	: :	A.M.
	12 25	: :	244	.....Clifton.....		4 10	: :	
	1 05	: :	252	.... Ainsworth		3 40	: :	
	1 30	: :	259	.**Washington** [11].		3 15	: :	
	10 15	10 05	213	.... **Moscow**....	145	6 20	2 50	
	10 45	10 50	223	...West Liberty...	135	5 50	2 05	
	11 30	12 00	238	...**Iowa City**...	120	5 10	1 15	
	12 10	12 55	253	.....Oxford.....	105	4 30	12 10	
	1 05	2 05	269	...**Marengo** [12]..	89	3 45	11 10	
	1 40	2 45	281	..... Victor	77	3 10	10 35	
	2 30	3 15	289	.... Brooklyn	69	2 30	10 10	
	3 10	4 05	304	.....Grinnell.....	54	1 45	9 10	
	3 40	4 45	314	.....Kellogg.....	44	1 10	8 30	
	4 35	6 10	335	.....Colfax.....	23	12 05	7 10	
	4 50	6 30	341	...Mitchellville...	17	11 45	6 50	
	5 30	7 30	358	..**Des Moines** [13].	0	11 00	5 45	
	P. M.	A.M.		ARRIVE LEAVE		A.M.	P. M.	

☞ Going East.—Des Moines to Rock Island and Chicago.



MAP OF THE
CHICAGO ALTON AND ST. LOUIS
RAILWAY LINE.
Engraved for Appletons' Railway Guide.
CHICAGO
Oregon
Fulton Cy.
Clinton
Dixon
Geneva
Bridgeport
FULTON & IOWA R. R.
Davenport
Rock Island
Cambridge
Mendota
Lockport
Athens
JOLIET
Richton
Elwood
Wilmington
Stewart's Grove
Gardner
Dwight
Odell
Cayuga
Pontiac
Ocoya
CHI. & ROCK ISLAND R. R.
La Salle
Bureau
Oquawka
Galesburg
Junc.
PEO. & BUREAU R. R.
Peoria L.
Peoria Junc.
PEORIA & BUR. R. R.
Peoria
Pekin
Lewiston
Spoon R.
Macomb
Lexington
Towanda
Junc.
BLOOMINGTON
Funk's Grove
Shirley
McLean
Atlanta
Lawndale
Lincoln
Broadwell
Elkhart
Williams V.
Sangamon
SPRINGFIELD
Woodside
Chatham
Auburn
Virden
Girard
Nilwood
Carlin V.
Shipman
Brighton
Monticello
ALTON
E. St. Louis
ST. LOUIS
Belle V.
Jefferson
Waterloo
Kaskaskia R.
OHIO & MISS. R. R.
PACIFIC R. R.
Missouri R.
Carrollton
Macoupin
Mt. Sterling
Meredosia
Jackson V.
Naples
GT. WESTERN OF ILL. R. R.
Decatur
Monticello
Tolono
Danville
Paxton
Middleton
Gilman
Kankakee R.
Paris
Mattoon
Terre Haute
Marshall
Pana
TERRE HAUTE ALTON & ST. LOUIS R. R.
ILLINOIS CENTRAL R. R.
ILL. CEN. R.
Wabash R.
ILLINOIS
INDIANA
IOWA
MISSOURI
Illinois
MISSISSIPPI R.

CHICAGO, ALTON & ST. LOUIS RAILWAY LINE.

T. B. Blackstone, President, and J. C. McMullin, General Superintendent, Chicago, Ill. S. H. Knight, Asst. Supt., East St. Louis. O. Vaughan, Asst. Supt. and Train Master, Bloomington, Ill. W. M. Larrabee, Treasurer; A. Newman, General Ticket and Passenger Agent; and James Smith, Gen. Freight Agent, Chicago. [*Dec.* 6.

GOING SOUTHWEST.

AIR-LINE ROUTE BETWEEN CHICAGO AND ST. LOUIS,

VIA CHICAGO, ALTON, AND ST. LOUIS R'WAY.

Trains leave Chicago from the Union Depot at Madison Street Bridge, (as per Time Table opposite,) in direct connection with all the great Eastern and Northern Through Lines.

Trains run directly through, *without change of Cars or Baggage.*

Standard of Time—*Clock at Chicago Depot.*

CONNECTIONS.

At Chicago, with all the Great Eastern and Northern Lines.

At Joliet, with Rock Island Railway west and "Cut Off," east.

At Chenoa, with Toledo, Peoria & Warsaw Railway, for Peoria, Galesburg, Burlington, and intermediate places.

At Normal, with Illinois Central Railway, North and South.

At Springfield, with Toledo, Wabash & Western Railway, East for Decatur, &c.; West for Jacksonville, Naples, Quincy and Keokuk.

At Bloomington and Monticello, with St. Louis, Jacksonville & Chicago Railway.

At Alton, with Terre Haute & Alton Railway East, and steamers on the River.

At St. Louis, with Pacific and North Missouri Railways, and Mississippi River Steamers for Kansas City, Leavenworth, St. Joseph, Memphis, Vicksburg, New Orleans, and all points West and South.

Through Tickets can be procured at all the principal Railway Offices; at the Company's Office, Dearborn Street, and at their Depot, corner of Madison and Canal streets, Chicago.

☞ Through Tickets and Freights as low as by any other Route.

A. Newman, *Gen. Pass. Agent,*
Chicago, Ill.

Chicago to St. Louis.					St. Louis to Chicago.		
Acc.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Acc.
P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A.M.
4 00	10*40	8 05	0	....**Chicago**....	280	8 20	6 50	9 45
4 10		8 20	2	Ft. Wayne Junct'n	278	8 05		9 30
4 25		8 30	4	....Bridgeport....	276	7 55		9 20
4 50		8 55	12	.....Summit.....	268	7 32		8 55
5 05		9 13	18	..Willow Springs..	262	7 15		8 35
5 25	12 10	9 33	26	.....Lemont.....	254	6 55		8 16
5 45	12 30	9 52	33	.....Lockport.....	247	6 36	5 05	8 00
6 30	12 45	10 07	37	.....**Joliet**.....	243	6 20	4 50	7 45
6 55	1 07	10 30	46	.....Elwood.....	234	6 00		6 53
7 00		10 35	49	....Hampton....	231	5 55		6 47
7 15	1 25	10 46	53	...Wilmington...	227	5 41	4 05	6 35
7 30		11 00	58	....Braidwood....	222	5 30		6 25
7 50		11 20	65	.....Gardner.....	215	5 05	3 28	6 05
8 17	2 25	11 47	74	.....Dwight.....	206	4 44	3 03	5 45
8 40	2 47	12 10	82	.....Odell.....	198	4 21	2 40	5 23
8 55		12 25	87	.....Cayuga.....	193	4 07		5 10
9 10	3 15	12 40	92	.....Pontiac.....	188	3 55	2 10	4 56
9 25		12 55	98	.....Ocoya.....	182	3 40		4 44
9 40	3 45	1 07	103	.....Chenoa.....	177	3 25	1 37	4 31
10 05	4 10	1 30	111	....Lexington....	169	3 05	1 15	4 10
10 25		1 50	119	.....Towanda.....	161	2 40		3 40
10 45	4 50	2 10	124	.....Normal.....	156	2 25	12 40	3 20
10 50	4 55	2 20	126	arr } **Bloom-** { lve	154	2 20	12 35	3 15
P. M.	5 05	2 30		lve } **ington** { arr		2 10	12 25	A.M.
		2 50	133	.....Shirley.....	147	1 50	12 02	
		3 00	137	..Funk's Grove..	143	1 40		
	5 45	3 10	141	.....McLean.....	139	1 30	11 40	
	6 00	3 25	146	.....Atlanta.....	134	1 17	11 30	
		3 35	150	....Lawn Dale....	130	1 05		
	6 30	3 55	157	.....Lincoln.....	123	12 50	11 00	
		4 15	164	....Broadwell....	116	12 30		
	7 00	4 25	168	.....Elkhart.....	112	12 20	10 30	
Acc.	7 16	4 42	174	.. Williamsville ..	106	12 05	10 12	Acc.
A. M.		4 55	178	.....Sherman.....	102	11 55		P. M.
4 00	7 50	5 15	185	...**Springfield**...	95	11 35	9 40	10 30
4 05	8 10	5 30	187	.T., W. & W. Junc.	93	11 25	9 25	10 15
4 15		5 40	191	....Wood Side....	89	11 15		10 05
4 25	8 30	5 50	194	.... Chatham	86	11 05	9 05	9 55
4 45	8 46	6 05	200	.....Auburn.....	80	10 50	8 50	9 35
5 05	9 05	6 22	206	.....Virden.....	74	10 35	8 30	9 20
5 15	9 15	6 32	210	.....Girard.....	70	10 25	8 20	9 10
5 25	9 25	6 42	214	.....Nilwood.....	66	10 15	8 10	9 00
5 50	9 50	7 08	223	.. **Carlinville** ..	57	9 50	7 42	8 30
6 05		7 25	230	....Macoupin....	50	9 33		8 15
6 20	10 17	7 40	234	....Plainview....	46	9 23	7 15	8 00
6 30	10 30	7 50	238	.....Shipman.....	42	9 11	7 05	7 50
6 45	10 42	8 07	243	.....Miles.....	37	8 58	6 51	7 30
6 50	10 48	8 15	245	.....Brighton.....	35	8 52	6 45	7 20
7 10	11 05	8 40	252	....Monticello....	28	8 35	6 25	6 55
7 40	11 25	9 00	257	.....**Alton**.....	23	8 20	6 10	6 38
7 58			266	.....Milton.....	14			6 13
8 20		9 37	269	.....Mitchell.....	11	7 40		5 55
8 30			274	.....Kinder.....	6	7 30		5 45
8 35			276	.....Venice.....	4	7 25		5 40
8 45	12 25	10 00	280	.**East St. Louis**.	0	7 15	*5 00	5 30
A.M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

* Saturdays excepted. All other trains, Sundays excepted.

☞ **For Jacksonville Division, see next page.**

LOUISVILLE, NEW ALBANY & CHICAGO RAILWAY.

D. D. Williamson, Trustee, New York City. Jno. A. Williamson, Assistant Trustee, Lafayette, Ind. M. Sloat, Manager and Gen. Supt.; B. F. Masten, Supt., New Albany, Ind. E. H. Waldron, Asst. Supt., Lafayette, Ind. W. E. Phelps, General Ticket Agent, New Albany, Ind. [*Dec.* 20.

SOUTHERN DIVISION.

Northward Trains.				Southward Trains.		
Mxd.	Mail.	Mls.	STATIONS.	M.	Mail.	Mxd.
	A. M.		LEAVE ARRIVE		P. M.	
	8 30	0	**New Albany** [1]	198	7 12	
	9 10	12	Wilson's	196	6 32	
	9 30	18	Providence	190	6 12	
	9 45	23	Pekin	185	5 58	
	10 09	30	Harristown	178	5 32	
	10 25	35	**Salem**	163	5 18	
	11 03	45	Campbellsburg	153	4 36	
	11 12	47	Saltillo	151	4 28	
	11 28	52	Lancaster	146	4 14	
	11 41	56	Orleans	142	4 01	
	12 11	61	**Mitchell** [2]	137	3 44	
	12 26	65	Juliet	133	3 29	
	12 42	71	**Bedford**	127	3 11	
	1 25	85	Harrodsburg	113	2 23	
	1 40	89	Smithville	109	2 03	
	2 13	97	**Bloomington**	101	1 39	
	2 43	104	Ellettsville	94	12 50	
	3 13	113	Gosport	85	12 19	
	3 42	122	Quincy	76	11 52	
	4 02	128	Cloverdale	70	11 31	
	4 21	134	Putnamville	64	11 11	P. M.
A. M.	4 45	137	Junction	61	11 00	8 35
6 00	4 54	139	**Greencastle** [3]	59	10 47	8 24
6 49	5 23	148	Bainbridge	50	10 16	7 43
7 56	5 57	159	Ladoga	39	9 43	6 38
9 09	6 35	170	**Crawfordsville**	28	9 09	5 34
10 00	7 10	180	Linden	18	8 32	4 28
10 30	7 28	184	Corwin	14	8 15	4 02
11 25	8 10	196	Indianap. Junction.	2	7 35	3 00
11 40	8 23	198	**Lafayette** [4]	0	7 20	2 45
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

NORTHERN DIVISION.

Northward Trains.				Southward Trains.		
Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
3 15	12 05	0	Indianapolis Junc. [4]	92	3 15	11 22
3 30	12 25	2	**Lafayette**	90	3 00	11 06
3 50	12 45	8	Battle Ground	84	2 39	10 45
4 10	1 05	15	Brookston	77	2 18	10 24
4 22	1 17	19	Chalmers	73	2 00	10 06
4 40	1 35	25	Reynolds' [5]	67	1 46	9 53
5 00	1 55	33	Bradford	59	1 06	9 33
5 23	2 18	41	Francesville	51	12 46	9 13
5 41	2 36	48	Medaryville	44	12 25	8 52
6 04	2 59	56	San Pierre	36	12 05	8 30
6 19	3 14	61	Kankakee	31	11 50	8 14
6 28	3 23	66	La Crosse	26	11 41	8 05
6 49	3 44	72	**Wanatah** [6]	20	11 21	7 45
7 01	3 56	75	Haskell's	17	11 09	7 32
7 17	4 11	80	Westville	12	10 56	7 17
7 28	4 23	84	La Croix	8	10 41	7 04
7 50	4 45	92	**Michigan City** [7]	0	10 20	6 45
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

CONNECTIONS.

[1] Ferry to and from Louisville.
[2] Crossing of Ohio & Mississippi Railway.
[3] Crossing of Terre Haute & Richmond Railway.
[4] Junction of Lafayette & Indianapolis Railway.
[4] Crosses Toledo & Wabash Railway.
[5] Connects with Toledo, Logansp't & Bur. Railway.
[6] Con. with Pittsburg, Ft. Wayne & Chicago R'way.
[7] Junction with Michigan Central Railway.

CHICAGO & ALTON RAILWAY.

Jacksonville Division.

T. B. Blackstone, Pres. and Gen. Supt., Chicago, C. M. Morse, Supt., Jacksonville, Ill. [*Dec.* 6.

Going South.				Going North.		
Acc.	Acc.	Mail.	Mls.	STATIONS.	Mail.	Acc.
A. M.		P. M.		LEAVE ARRIVE	A. M.	
8 05		4 00		**Chicago**	9 45	
P. M.				(*See page* 235.)		
2 50		10 55	0	**Bloomington** [1]	3 00	
3 50		11 34	12	Allin	2 17	
4 48		12 10	23	Hopedale	1 45	
5 33		12 36	31	Delavan	1 21	
6 15	A. M.	1 09	39	Natrona	12 53	P. M.
6 40	7 05	1 29	45	Mason City	12 37	6 20
P. M.	7 43	1 54	53	Greenview	12 12	5 37
	8 35	2 22	61	**Petersburg**	11 47	5 07
	9 12	2 47	68	Tallula	11 23	4 20
	9 45	3 04	74	Ashland	11 07	3 53
	10 00	3 13	76	Prentice	10 58	3 35
	10 15	3 18	78	Yatesville	10 53	3 23
	10 35	3 32	82	Sinclair	10 39	3 00
	11 05	3 53	89	ar { **Jackson-** } lv	10 20	2 30
	1 07	4 05		lv { **ville** [2] } ar	10 10	2 07
	1 40	4 29	97	Woodson	9 47	1 37
	2 09	4 40	100	Murrayville	9 36	1 17
	2 58	5 10	110	Roodhouse	9 06	12 25
	3 24	5 23	114	Whitehall	8 55	12 05
	3 47	5 38	119	Berdan	8 39	11 24
	4 16	5 53	123	Carrollton	8 25	11 00
	5 40	6 40	136	Jerseyville	7 44	9 53
	6 10	6 59	143	Delhi	7 22	9 18
	6 40	7 20	150	Monticello Junc. [3]	7 00	8 45
	7 15	7 40	156	Alton [4]	6 35	7 45
	10 00	8 45	179	**East St. Louis** [5]	5 30	7 15
	P. M.	A. M.		ARRIVE LEAVE	P. M.	A. M.

[1] Connects with Chicago, Alton & St. L. Railway.
[2] Connects with Toledo, Wabash & Western Railway for Quincy and Keokuk, and all points in Northeastern Missouri and Southern Iowa.
[3] Connects with Chicago, Alton & St. Louis R'way.
[4] Connects with St. Louis, Alton & Terre Haute Railway.
[5] Connects with railways diverging from St. Louis, and with Mississippi River Steamers.

☞ *For Main Line of Chicago & Alton Railway, see page* 235.

CHICAGO, CINCINNATI & LOUISVILLE RAILWAY.

CHAS. COURTER, President, New York. E. H. SCOTT, Supt., Laporte, Ind. [*Dec.* 21.

Mxd.	Mail.	Mls.	STATIONS.	Mls.	Mxd.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
1 10	10 25	0	....**Laporte**[1].....	50	11 21	5 44
1 52	10 46	7	.....Stillwell.....	43	10 46	5 23
2 22	11 01	12	.... Kankakee....	38	10 21	5 08
2 42	11 15	16	....Walkerton....	34	9 56	4 56
3 08	11 29	20	.....Knotts.....	29	9 26	4 43
3 21	11 36	23	.....Tyner.....	27	9 14	4 35
4 24	12 07	30	...**Plymouth**[2]...	20	8 32	4 14
5 12	12 31	38	..... Argos.....	12	7 12	3 40
6 24	1 20	50	...**Rochester**...	0	5 42	2 50
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Mich. Sou. & Nor. Ind. Railway.
[2] Con. with Pittsburg, Ft. Wayne & Chicago R'way.

ATLANTIC & NORTH CAROLINA R'WAY.

EDWARD R. STANLY, Pres.; THOS. POWERS, Sec. and Treas.; A. H. FOSTER, Trans. and Station Agent; and W. G. HALL, Gen. Tkt. Agent, Newbern, N. C.

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M.
2 45	0	..**Goldsboro'**[1]..	95	10 00
3 05	9	..... Bests	86	9 40
3 25	14	...Mosely Hall...	81	9 25
3 42	20	.. Falling Creek ..	75	9 05
4 05	26	.....**Kinston**....	69	8 45
4 40	35	.....Dover.. ...	60	8 05
5 00	42	....Core Creek...	53	7 45
5 18	48	.....Tuscarora....	47	7 25
6 00	59	....**Newbern**....	36	6 55
6 33	70	.....Croatan.....	25	6 05
6 52	77	.... Havelock	18	5 45
7 20	85	.....Newport.....	10	5 20
7 50	95	**Morehead City**[2]	0	4 50
P. M.		ARRIVE LEAVE		A. M.

Aug. 14.

[1] Connects with Wilmington & Weldon and North Carolina Railways.
[2] Steam Ferry to Beaufort from Morehead City.

☞ Steamers leave Newbern and Morehead City for New York.

SOUTHERN PACIFIC RAILWAY.

R. B. HALL, Pres.; W. A. HAUSER, Vice-Pres.; and JOHN HEWITT, Supt., Marshall, Texas. [*Dec.* 1.

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M.
1 30	0	...**Shreveport**..	42	10 30
2 05	8	.....Beckville....	34	9 50
2 40	16	...Greenwood ...	26	9 10
3 00	20	.....Waskom.....	22	8 45
3 35	26	.... Jonesville....	16	8 10
4 20	34	....Scottsville.....	8	7 35
5 00	42	....**Marshall**....	0	7 00
P. M.		ARRIVE LEAVE		A. M.

GETTYSBURG RAILWAY.

ROBERT MCCURDY, Sequestrator & Supt.; DAVID WILLS, Sec. & Treas. for Sequestrator; and H. D. SCOTT, Tkt. Ag't, Gettysburg, Pa. [*Nov.* 30.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
1 00	9 00	0	..**Gettysburg**[1]..	30	12 50	4 40
1 39	9 31	10	...New Oxford[2]..	20	12 13	4 00
1 55	10 00	17	.....Hanover.....	13	11 55	3 40
2 42	10 56	30	**Hanover Jun.**[3]	0	11 05	2 45
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

☞ A train leaves Hanover for Littlestown at 4 00 p. m. Leaves Littlestown for Hanover at 5 45 a. m.

1 Connects with daily stages for Emmitsburg, Frederick, and Chambersburg; and tri-weekly stages for Hagerstown and Westminster.
2 Connects with daily stages for York Sulphur Springs, Papertown and Carlisle.
3 Connects with trains on Northern Central Railway, for which connections see page 205.

STERLING MOUNTAIN RAILWAY.

A. W. HUMPHREYS, Treas., New York.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
1 15	7 30		**Sterling Junc.**[1]		11 30	3 15
			.....Summit.....			
			...Water Tank..			
2 00	8 30		....**Lakeville**...		10 30	2 30
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Erie Railway. [*Nov.* 23.

MACON & BRUNSWICK RAILWAY.

GEORGE H. HAZLEHURST, Pres.; G. A. DURE, Supt.; and HENRY C. DAY, Secretary and Treasurer, Macon, Ga. [*June* 12.

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M.
3 00	0	.....**Macon**.....	50	10 30
3 40	10	.... ..Read.....	40	9 54
4 07	17	..... Bullard.....	33	9 26
4 45	26	..Buzzard-Roost..	24	8 50
5 50	39	.....Cochran.....	11	7 50
6 30	50	. **Hawkinsville**.	0	7 00
P. M.		ARRIVE LEAVE		A. M.

BANGOR, OLD TOWN & MILFORD R'WAY.

JOSEPH TANEY, Gen. Agent, Bangor, Me.

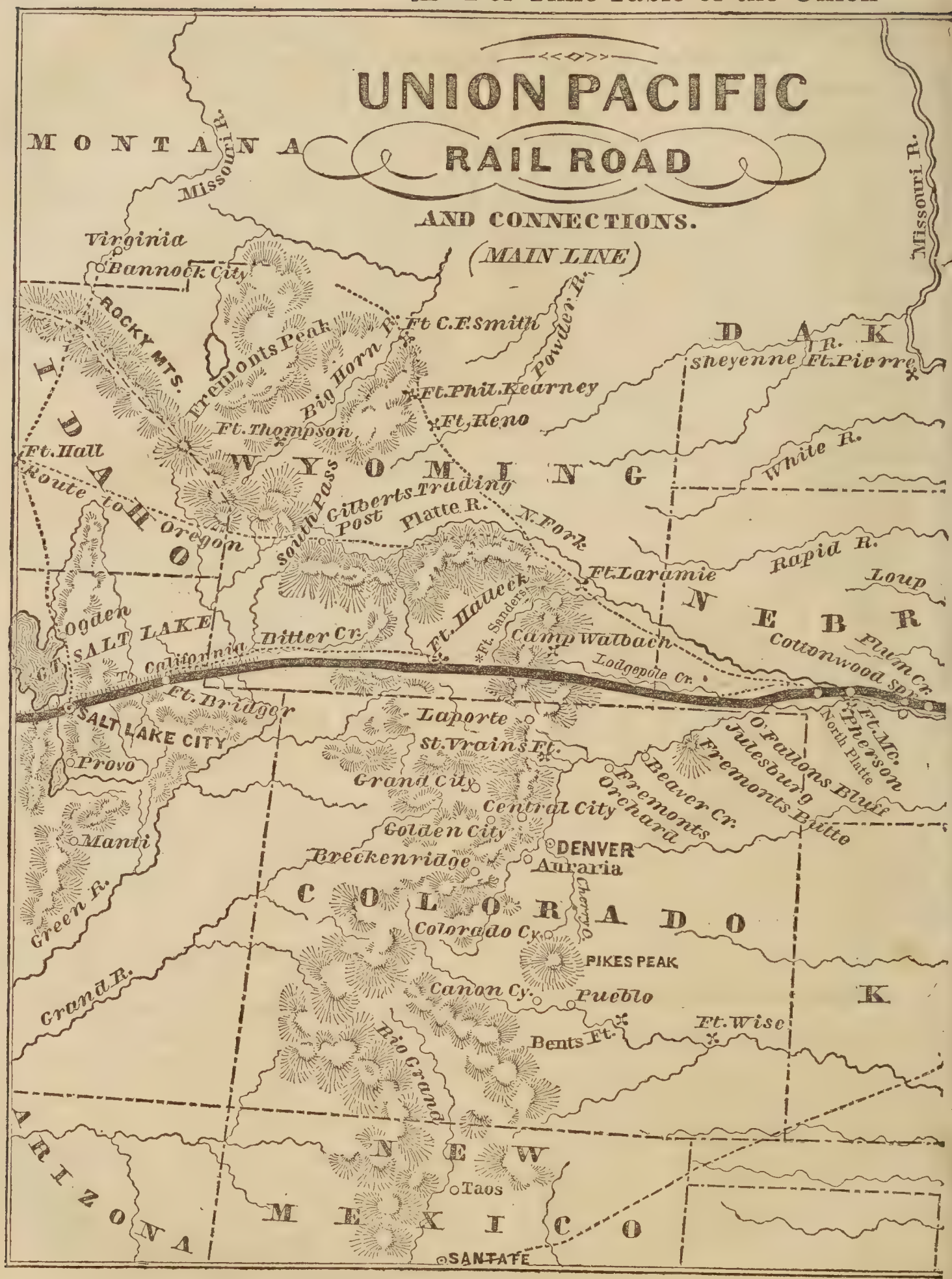
Trains leave Bangor for Upper Stillwater, Old Town and Milford at 7 00 A. M., 12 00 M., and 4 30 P. M.

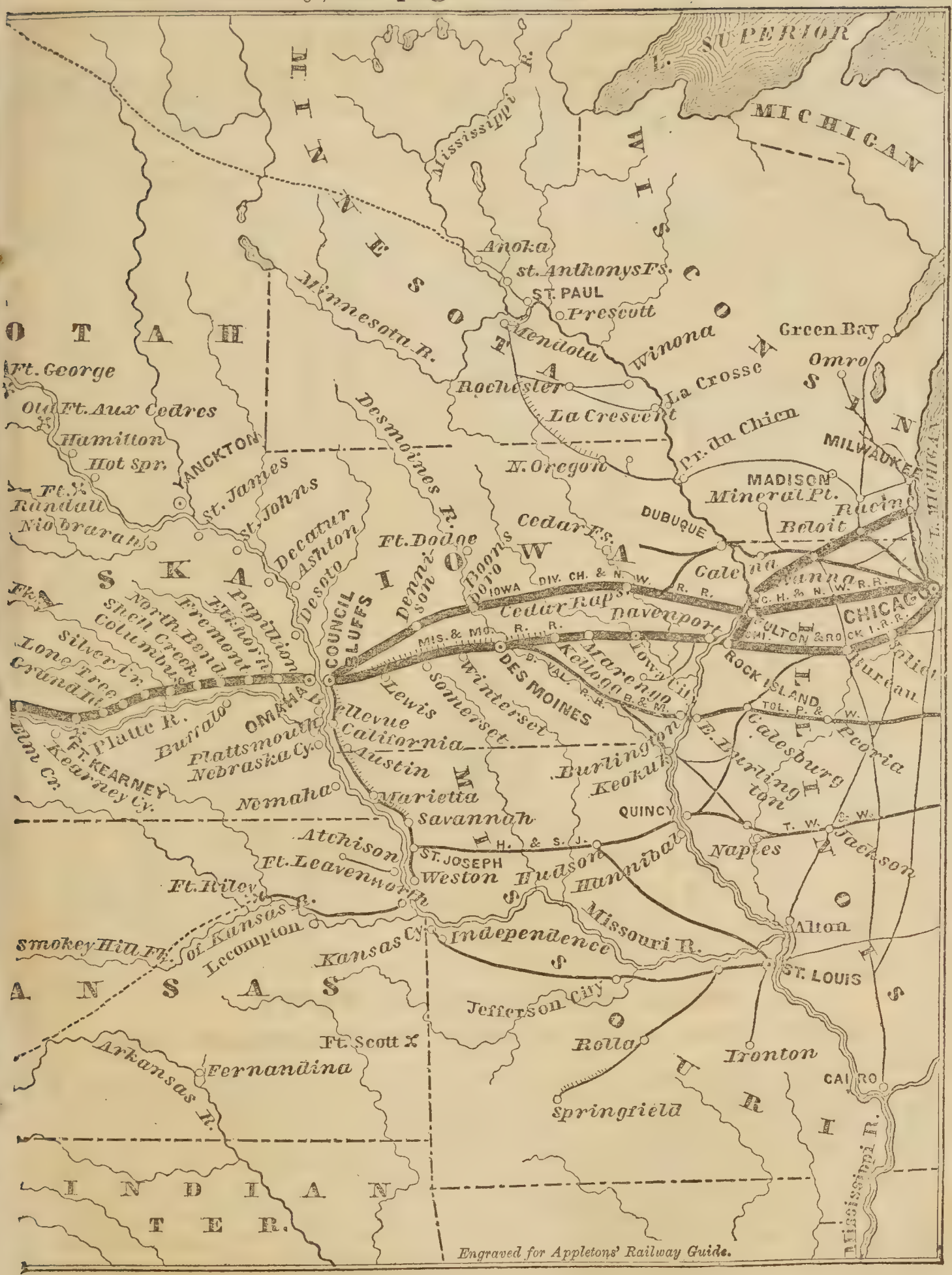
Leave Milford for Bangor at 8 15 A. M., and 1 45 & 5 30 P. M. Distance, 13 miles. Fare, 50 cents.

MIDDLEBORO' & TAUNTON RAILWAY.

A. E. SWASEY, Supt., Taunton, Mass.

Trains leave Middleboro' for Lakeville, Chase's, Squawbetty and Taunton at 6 40 & 10 15 A. M., and 4 30 P. M. Returning, leave Taunton at 8 20 A. M. and 12 25 & 5 50 P. M. Dist., 10½ miles. Fare, 40 cents.


UNION PACIFIC
RAIL ROAD
AND CONNECTIONS.
(MAIN LINE)
MONTANA
Missouri R.
Virginia
Bannock City
ROCKY MTS.
Fremonts Peak
Big Horn R.
Ft C.F.Smith
Powder R.
Ft.Phil.Kearney
Ft.Reno
Ft.Thompson
Ft.Hall
Route to Oregon
South Pass
Gilberts Trading Post
Platte R.
N.Fork
Sheyenne R.
Ft.Pierre
D A K
White R.
W Y O M I N G
Ft.Laramie
Rapid R.
Loup
N E B R
Ogden
SALT LAKE
Bitter Cr.
Ft.Halleck
Ft.Sanders
Camp Walbach
Lodgepole Cr.
Cottonwood Sp.
Plum Cr.
To California
Ft.Bridger
SALT LAKE CITY
Laporte
St.Vrains Ft.
Ft.Mc.Pherson
North Platte
O.Fallons Bluff
Julesburg
Fremonts Butte
Provo
Grand City
Beaver Cr.
Fremonts Orchard
Central City
Golden City
DENVER
Manti
Breckenridge
Auraria
Cherry
C O L O R A D O
Green R.
Colorado Cy.
PIKES PEAK
Canon Cy.
Pueblo
Grand R.
Ft.Wise
Bents Ft.
Rio Grande
K
ARIZONA
N E W
Taos
M E X I C O
SANTAFE


L. SUPERIOR
MICHIGAN
MINNESOTA
WISCONSIN
Mississippi
Minnesota R.
Anoka
St. Anthonys Fs.
ST. PAUL
Prescott
Mendota
Winona
Green Bay
Omro
Rochester
La Crosse
La Crescent
Pr. du Chien
MILWAUKEE
MADISON
Mineral Pt.
Racine
Beloit
DUBUQUE
Desmoines R.
N. Oregon
Cedar Fs.
Ft. Dodge
Boone
Decatur
Ashton
Desoto
Dennison
IOWA
DIV. CH. & N. W. R. R.
Cedar Raps.
Davenport
Galena
Janesville
C. H. & N. W. R. R.
CHICAGO
FULTON & ROCK I. R. R.
ROCK ISLAND & TOL. P. & W.
Bureau
Princeton
Galesburg
Peoria
Burlington
Keokuk
QUINCY
Naples
Jackson
Alton
ST. LOUIS
Cairo
Ironton
Rolla
Springfield
Jefferson City
Missouri R.
Hannibal
Hudson
Independence
Kansas Cy.
Lecompton
Smokey Hill Fk.
Ft. Riley
Ft. Leavenworth
Atchison
ST. JOSEPH
Weston
Savannah
Marietta
Austin
California
Bellevue
Nemaha
Plattsmouth
Nebraska Cy.
OMAHA
Burlington
Kellogg
Marengo
Iowa City
DES MOINES
Winterset
Somerset
Lewis
COUNCIL BLUFFS
Papillion
Fremont
North Bend
Shell Creek
Columbus
Silver Cr.
Lone Tree
Grand Is.
Platte R.
Burrow
Ft. KEARNEY
Kearney Cy.
Elm Cr.
Ft. Scott
Fernandina
Arkansas R.
Ft. George
Old Ft. Aux Cedres
Hamilton
Hot Spr.
YANCKTON
St. James
St. Johns
Ft. Randall
Niobrara
UTAH
KANSAS
INDIAN TER.
Engraved for Appletons' Railway Guide.

UNION PACIFIC RAILWAY.

OLIVER AMES, Pres., Easton, Mass. THOS. C. DURANT, Vice-Pres. & Gen. Man., New York. J. J. CISCO, Treas., 20 Nassau Street, New York. W. SNYDER, Gen. Supt.; H. M. HOXIE, Asst. Gen. Supt.; and S. H. H. CLARK, Supt. Platte Div., Omaha, Neb. R. J. NICHOLL, Acting Supt. Lodge Pole Div., North Platte. I. N. CAMPBELL, Supt. Laramie Div., Laramie. J. BUDD, General Ticket Agent; and W. L. NEWMAN, Gen. Traveling Agent, Omaha, Neb. [*Oct.* 25.

Going West.					STATIONS.	Going East.				
No. 7.	No. 5.	No. 1.	No. 3. EXPRESS.	Miles.		Miles.	No. 4. EXPRESS.	No. 2.	No. 6.	No. 8.
6 30 P. M.	1 00 P. M.	12 05 night	4 20 P. M.	0	Leave.....**Omaha**....Arrive	858	9 30 A. M.	4 30 A. M.	1 30 P. M.	11 15 P. M.
7 30 "	2 00 "	1 00 A. M.	4 55 "	12	.....Pappillion.....	846	8 50 "	3 30 "	12 40 "	10 10 "
8 45 "	3 10 "	2 15 "	5 40 "	29	.....Elkhorn.....	829	8 05 "	2 15 "	11 40 A. M.	8 45 "
9 15 "	3 35 "	2 45 "	5 55 "	35	.....Valley.....	823	7 50 "	1 45 "	11 15 "	8 00 "
10 15 "	4 30 "	3 35 "	6 45 "	46	.....Fremont.....	811	7 20 "	12 45 "	10 30 "	6 45 "
11 30 "	5 35 "	4 45 "	7 30 "	62	.....North Bend.....	796	6 35 "	11 30 P. M.	9 25 "	5 35 "
1 45 A. M.	8 00 "	7 10 "	8 45 "	91	.....Columbus.....	766	5 10 "	8 00 "	7 10 "	3 10 "
2 20 "	8 45 "	7 50 "	9 15 "	99	.....Jackson.....	756	4 45 "	7 10 "	6 00 "	2 30 "
3 00 "	9 20 "	8 30 "	9 45 "	109	.....Silver Creek.....	748	4 15 "	6 15 "	5 00 "	1 35 "
5 30 "	12 00 night	11 00 "	11 15 "	142	.....Chapman's.....	716	2 35 "	3 00 "	2 05 "	11 00 A. M.
6 45 "	1 50 A. M.	12 15 P. M.	11 55 "	154	.....**Grand Island**.....	704	2 00 "	2 00 "	1 15 "	9 45 "
7 20 "	2 30 "	1 00 "	12 20 A. M.	162	.....Pawnee.....	696	1 20 "	1 00 "	12 20 "	8 40 "
8 35 "	4 05 "	2 30 "	1 15 "	183	.....Gibbon.....	675	12 20 "	11 45 A. M.	10 40 P. M.	7 15 "
9 20 "	4 45 "	3 15 "	1 45 "	191	.....Kearney.....	367	12 00 night	11 00 "	10 00 "	6 30 "
10 15 "	5 35 "	4 00 "	2 15 "	201	.....Stevenson.....	657	11 35 P. M.	10 15 "	9 00 "	5 35 "
12 25 P. M.	8 15 "	6 15 "	3 35 "	230	.....Plum Creek.....	628	10 30 "	8 15 "	6 15 "	3 35 "
3 15 "	11 15 "	8 55 "	5 30 "	268	.....Brady Island.....	589	8 55 "	5 30 "	3 15 "	12 45 "
4 05 "	12 00 noon	9 35 "	5 55 "	278	.....McPherson.....	580	8 35 "	4 50 "	2 15 "	12 00 night
5 30 "	1 15 P. M.	10 45 "	7 00 "	291	.....**North Platte**.....	566	8 00 "	4 00 "	1 00 "	11 00 P. M.
6 50 "	2 35 "	12 00 night	7 45 "	308	.....O'Fallons.....	550	6 50 "	2 45 "	11 35 A. M.	9 20 "
8 00 "	3 55 "	1 50 A. M.	8 20 "	322	.....Alkali.....	535	6 15 "	1 50 "	10 30 "	8 00 "
11 30 "	6 55 "	4 50 "	9 45 "	361	.....Big Spring.....	497	4 40 "	11 30 P. M.	7 30 "	4 15 "
12 40 A. M.	8 05 "	6 10 "	10 30 "	377	.....Julesburg.....	480	4 08 "	10 30 "	6 10 "	3 15 "
2 00 "	9 20 "	7 35 "	11 15 "	397	.....Lodge Pole.....	461	3 10 "	9 20 "	4 40 "	1 50 "
3 35 "	11 05 "	9 15 "	12 20 P. M.	414	.....**Sidney**.....	444	2 25 "	8 00 "	3 15 "	12 30 "
5 15 "	12 40 A. M.	10 45 "	1 05 "	433	.....Potter.....	425	1 05 "	6 10 "	12 40 "	10 45 A. M.
6 45 "	2 00 "	12 15 P. M.	1 50 "	451	.....Antelope.....	407	12 15 "	4 45 "	10 10 P. M.	9 00 "
8 00 "	3 00 "	1 15 "	2 15 "	463	.....Bushnell.....	395	11 45 A. M.	3 45 "	8 50 "	8 00 "
9 20 "	4 00 "	2 45 "	2 45 "	473	.....Pine Bluff.....	385	11 15 "	2 45 "	7 35 "	6 35 "
12 15 P. M.	6 15 "	5 20 "	3 35 "	496	.....Hillsdale.....	361	10 10 "	12 15 "	5 20 "	4 00 "
1 15 "	7 15 "	6 20 "	4 10 "	508	.....Archer.....	350	9 40 "	11 30 A. M.	4 10 "	2 45 "
1 25 "	7 30 "	6 55 "	4 10 "	516	.....**Cheyenne**.....	341	9 15 "	10 50 "	3 30 "	2 00 "
1 55 "	8 15 "	7 35 "	4 30 "	522	.....Hazard.....	335	8 05 "	8 15 "	1 00 "	7 35 P. M.
3 25 "	9 55 "	9 05 "	5 20 "	536	.....Granite Canon.....	322	7 15 "	7 15 "	11 35 A. M.	6 25 "
5 00 "	11 35 "	11 15 "	6 05 "	549	.....Sherman.....	309	6 25 "	5 35 "	9 55 "	5 00 "
6 25 "	1 25 P. M.	1 05 A. M.	7 05 "	563	.....Red Butte.....	294	5 30 "	3 45 "	8 15 "	3 30 "
7 05 "	2 05 "	1 55 "	7 30 "	571	.....Fort Sanders.....	287	5 05 "	3 05 "	7 35 "	2 55 "
8 50 "	2 40 "	2 35 "	8 10 "	573	.....**Laramie**.....	285	4 55 "	2 55 "	7 25 "	2 45 "
10 25 "	3 50 "	4 00 "	8 50 "	586	.....Wyoming.....	271	4 00 "	10 25 P. M.	4 00 "	1 25 "
12 25 A. M.	5 25 "	5 25 "	9 45 "	603	.....Lookout.....	254	3 05 "	8 45 "	12 25 "	12 05 "
3 45 "	8 15 "	8 35 "	11 40 "	638	.....Como.....	220	1 20 "	5 05 "	9 35 P. M.	9 35 A. M.
5 15 "	9 45 "	10 05 "	12 30 A. M.	653	.....Carbon.....	204	12 30 "	3 25 "	7 55 "	7 40 "
7 35 "	12 15 A. M.	1 00 P. M.	1 45 "	679	.....St. Mary's.....	179	10 25 P. M.	1 00 "	5 45 "	5 25 "
9 00 "	1 40 "	2 20 "	2 30 "	695	.....**Benton**.....	163	9 30 "	11 45 A. M.	4 35 "	4 15 "
10 45 "	4 50 "	4 00 "	3 20 "	709	.....Rawlings.....	149	8 40 "	10 25 "	3 30 "	3 10 "
1 00 P. M.	7 40 "	6 40 "	4 50 "	738	.....Creston.....	120	6 40 "	7 40 "	1 00 "	11 50 P. M.
1 55 "	8 40 "	7 40 "	5 30 "	751	.....Washakie.....	107	6 00 "	6 40 "	11 55 A. M.	10 45 "
3 15 "	10 10 "	9 10 "	6 35 "	770	.....Table Rock.....	88	5 00 "	5 15 "	10 10 "	9 10 "
4 40 "	11 15 "	10 35 "	7 30 "	783	.....Bitter Creek.....	75	4 20 "	4 10 "	9 00 "	7 45 "
5 50 "	12 00 noon	11 20 "	8 00 "	792	.....Black Buttes.....	66	3 35 "	3 25 "	8 00 "	5 50 "
7 10 "	12 50 P. M.	12 10 A. M.	8 35 "	803	.....Point of Rocks.....	55	2 55 "	2 35 "	7 05 "	5 00 "
12 30 A. M.	5 20 "	4 50 "	11 20 A. M.	858	Arr.....**Bryan**.....L've	0	12 10 P. M.	10 00 P. M.	2 35 A. M.	12 15 P. M.

GREAT PLATTE VALLEY ROUTE!

UNITED STATES MAIL, EXPRESS, AND TELEGRAPH LINE.

NOW OPEN FROM OMAHA TO BRYAN, 858 miles West of the Missouri River, without change of cars, forming, in connection with the several lines from the East and South terminating at Omaha, an all-rail route of 2,250 miles, with but two changes of cars; connecting with the California Central Pacific Railway at Wadsworth for Sacramento and San Francisco, running through from New York and Boston to San Francisco, *via* Omaha and Salt Lake, in eleven days—twelve to fifteen days in advance of the ocean and isthmus route. Passengers securing tickets *via* Omaha to Denver, Central and Golden Cities, Santa Fé, Salt Lake, and all points in Nebraska, Colorado, Dacotah, New Mexico, Utah, Idaho, Montana, and California, save proportionately the same reduction in time, with less changes of cars, over any other route. Time, from Omaha to Denver, 36 hours; Bryan, 40 h.; Salt Lake, 72 h.; San Francisco, 8 days.

Pullman's Palace Sleeping-Cars accompany all Night Trains. ☞ Passengers crossing the Plains should procure Tickets *via* "OMAHA." For Sale at all principal Ticket Offices.

CENTRAL PACIFIC RAILWAY OF CALIFORNIA.

LELAND STANFORD, Pres., Sacramento, Cal C. P. HUNTINGDON, Vice-Pres., 54 William Street, New York. CHAS. CROCKER, Gen. Supt., and JOHN CORNING, Asst. Gen. Supt., Sacramento, Cal. E. B. CROCKER, General Agent. [*Nov.* 5.

☞ Eastward Trains.

Fr'ht.	Fr'ht.	Pass.	Miles.	STATIONS.	Miles.	Pass.	Fr'ht.	Fr'ht.
P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	P. M.
3 00	5 00	6 30	0	...**Sacramento**...	395	1 00	10 00	7 30
3 40	5 40	7 02	8	..... Arcade	387	12 27	9 20	6 50
4 13	6 12	7 22	15	..... Antelope	380	12 08	8 40	6 15
4 30	6 30	7 45	18	..... Junction	377	12 00	8 16	5 50
6 00	8 00	7 55	22	..... Rocklin.....	373	11 33	7 55	5 30
6 22	8 22	8 03	25	..... Pino	370	11 23	5 08	3 08
7 00	9 00	8 25	31	.....Newcastle.....	364	11 05	4 26	2 30
7 32	9 32	8 45	36	..... Auburn.....	359	10 50	3 52	1 57
8 14	10 28	9 03	43	....Clipper Gap....	352	10 28	3 06	1 15
9 27	12 00	9 50	54	.....**Colfax**.....	341	9 50	1 46	12 00
9 56	12 30	10 05	58	.... C. H. Mills	337	9 30	1 15	11 03
10 32	1 07	10 20	64	.....Gold Run.....	331	9 15	12 36	10 20
10 48	1 24	10 28	66	.....Dutch Flat.....	329	9 06	12 18	9 53
11 00	1 35	10 34	68	.....Alta.....	327	9 00	12 06	9 41
11 40	2 06	10 52	73	.... Shady Run	322	8 42	11 40	9 10
11 54	2 20	11 02	75	....China Ranch....	320	8 34	11 28	8 56
12 08	2 36	11 10	78	.....Blue Cañon.....	317	8 26	11 12	8 40
12 42	3 11	11 30	83	...Emigrant Gap...	312	8 05	10 40	8 05
1 35	4 06	12 15	92	.....**Cisco**.....	303	7 35	9 50	7 02
3 00	5 32	1 00	105	.....Summit	290	6 35	8 30	5 50
5 35	8 05	2 00	119	.....Truckee.....	276	5 35	7 05	4 30
6 25	8 56	2 25	127	..... Boca	268	5 08	5 02	2 40
8 00	10 34	3 12	143	.....Verdi.....	252	4 16	3 12	1 05
9 22	12 00	4 14	154	.....**Reno**.....	241	3 40	1 56	12 00
11 40	2 02	5 16	174	..... Clark's	221	2 02	11 40	9 40
1 50	5 45	6 20	188	...**Wadsworth**...	207	1 10	10½ AM	8 P.M.
4 45	8 55	8 32	223	....White Plains....	172	10 10	4 45	2 30
6 10	10 05	9 20	235	.....Brown's	160	9 20	3 20	1 30
7 30	11 35	10 25	251	.....Lovelock's.....	144	8 16	1 50	12 05
8 35	12 55	11 10	262	..... Oreana	133	7 28	12 55	11 10
10 25	2 50	12 40	284	.....Humboldt.....	111	6 00	11 05	8 25
1 55	6 30	3 20	324	....Winnemucca....	71	3 20	7 40	4 40
5 20	9 00	5 20	351	.....Iron Point.....	44	1 20	5 20	2 15
9 10	12 45	8 25	395	.....**Argenta**.....	0	10 10	1 20	10 35
A. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	A. M.

☞ Westward Trains.

CENTRAL BRANCH UNION PACIFIC RAILWAY.

RALPH M. POMEROY, President, 65 Pearl Street, Boston. WM. C. WETMORE, Vice-President; EFFINGHAM H. NICHOLS, Treasurer; and THOMAS M. SOTHER, Secretary, 9 Pine Street. New York. WILLIAM OSBORN, Superintendent, Atchison, Kansas. *Principal Office of the Co., No. 9 Pine St., New York.*

☞ Going West.

No. 2.	No. 1.	Miles.	STATIONS.	Miles.	No. 3.	No. 4.
			LEAVE ARRIVE			
1 20 P. M.	7 00 A. M.	0	....**Atchison**.....	100	3 30 P. M.	9 40 P. M.
2 30 "	8 10 "	18	....Effingham....	82	2 30 "	8 35 "
2 55 "	8 35 "	25	.... Muscotah	75	2 05 "	8 05 "
3 40 "	9 20 "	37	.... Netawaka....	63	1 25 "	7 25 "
4 00 "	9 40 "	42	.....Wetmore	58	1 05 "	7 00 "
5 00 "	10 40 "	55	..... Corning.....	45	12 25 "	6 10 "
5 20 P. M.	11 00 "	62	.... Centralia	38	12 00 M.	5 45 P. M.
	11 25 "	70	.....Phillips.....	30	11 15 A. M.	
	12 00 M.	79	..... Stewart.....	21	10 30 "	
	12 44 P. M.	90	..... Irving	10	9 40 "	
	1 30 "	100	...**Little Blue**...	0	9 00 A. M.	
			ARRIVE LEAVE			

☞ Going East.

THIS ROAD is designed to connect with the main trunk of the Union Pacific Railway at the 100th meridian, and is known as the Atchison Branch. When completed, its entire length will be about 300 miles, and will form the connecting link with the Union Pacific for the Hannibal & St. Joseph Railway, the West Branch of the North Missouri Railway, and the Missouri Pacific Railway. One hundred miles are now completed, extending 11 miles beyond the Big Blue River.

CINCINNATI & ZANESVILLE RAILWAY.

ERASMUS GEST, Pres., and JOS. J. GEST, Treas. and General Agent, Cincinnati, O. O. W. SHATUCK, Mast. Trans., Lancaster, O. [*Nov.* 26.

Cincinnati to Zanesville.				Zanesville to Cin.		
Acc.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Acc.
	A. M.		LEAVE ARRIVE		P. M.	
	8 20	0	...**Cincinnati**...	168	6 30	
	10 20	36	....**Morrow** [1]...	132	4 32	
	10 50	46	....Clarkesville...	122	4 00	
	11 04	50	..... Ogden	117	3 47	
	11 18	56	..**Wilmington**..	112	3 32	
	11 30	60	..... Clinton.....	108	3 18	
	11 50	66	.....Sabina.....	102	2 58	
	12 08	73	.....Jasper.....	95	2 38	
	12 22	77	..**Washington** .	91	2 24	
	12 50	87	.. New Holland ..	81	1 55	
	1 14	95	.. Williamsport ..	73	1 30	
	1 22	97	...Yellow Bird...	71	1 22	
	1 40	104	...**Circleville**...	64	1 00	
	2 00	111	..... Stout's	57	12 38	
A. M.	2 16	116	.....Amanda.....	52	12 20	P. M.
7 00	2 42	125	...**Lancaster**...	43	11 50	6 30
7 53	3 13	135	.....Bremen.....	33	11 20	5 38
9 00	3 48	147	. New Lexington..	21	10 40	4 35
9 32	4 04	152	.... McLuney	16	10 22	4 04
10 03	4 20	158	.... Roseville	10	10 03	3 30
11 00	4 50	168	.. **Zanesville** [2]..	0	9 30	2 30
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Junction of Little Miami Railway (on which trains run to Morrow).
[2] Connects with Central Ohio Div. of B. & O. R'way.

PEORIA, PEKIN & JACKSONVILLE R'WAY.

(*Formerly Illinois River Railway.*)

JOHN ALLEN, Pres., Pekin, Ill., and 55 Chambers st., New York City. EDWARD HUDSON, Supt. JNO. S. COOK, Gen. Freight and Ticket Agent, Pekin, Ill. [*Dec.* 5.

Ac.	Ac.	Exp.	Mls.	STATIONS.	Exp	Ac.	Acc.
P.M.	P.M.	A. M.		LEAVE ARRIVE	P.M.	A.M.	A. M.
7 15	2 30	7 35	0	.....**Peoria** [1]....	6 18	6 35	11 30
7 45	3 10	8 07	4	.....Hollis.....	5 50	6 05	10 50
8 00	3 30	8 35	10	.....Pekin.....	5 35	5 50	10 30
P.M.	P.M.	9 00	20	....Hainsville....	4 55	A.M.	A. M.
		9 20	24	.....Manito.....	4 45		
		9 45	29	... Forest City ...	4 15		
		10 15	34	..... Topeka	3 40		
		10 50	41	.....Havana.....	3 10		
		11 25	51	..... Bath	2 25		
		11 45	58	..... Saidora	2 05		
		12 05	61	..Chandlersville..	1 45		
		12 30	71	....**Virginia** [2]...	1 15		
		P. M.		ARRIVE LEAVE	P.M.		

[1] Connects with Toledo, Peoria & Warsaw Railway; Galesburg, Peoria & Lewiston Trains; and Chicago, Rock Island & Pacific Railway.
[2] Connects by stage with Toledo, Wabash & Western and St. Louis, Jacksonville & Chicago Railways at Jacksonville, and Chicago, Alton & St. Louis Railway at Springfield.

ST. LOUIS & IRON MOUNTAIN RAILWAY.

THOS. ALLEN, President. H. G. MARQUAND, Vice-Pres., New York. L. B. CLARK, Treas.; and EDWARD HARDING, Supt. [*Sept.* 6.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A.M.
4 00	8 00	0	... **St. Louis**....	87	7 30	9 00
4 08	8 07	2	...Lami Street...	85	7 23	8 52
4 30	8 30	6	....Carondelet....	80	7 00	8 30
4 32	8 33	7	.....Docks.....	80	6 56	8 27
4 42	8 43	10	Jefferson Barracks	77	6 46	8 10
4 56	8 58	14	....Grimsley's....	73	6 35	8 02
5 09	9 15	18	.... Jefferson.....	69	6 22	7 46
5 15	9 21	21	....Kimmswick...	66	6 16	7 40
5 22	9 28	23	.Sulphur Springs.	64	6 10	7 33
5 26	9 37	26	.....Illinois.....	61	5 57	7 21
5 30	9 41	28	..... Peevly	59	5 53	7 18
5 45	9 50	30	..... Hoine.....	57	5 45	7 11
6 06	10 10	36	.... Hemetite	51	5 25	6 50
6 17	10 20	39	.....Victoria.....	48	5 15	6 40
6 28	10 50	43	....**De Soto**....	44	5 05	6 30
P. M.	11 05	47	.... Vineland	40	4 32	A.M.
	11 15	50	....Blackwell's....	37	4 22	
	11 34	57	.....Cadet.....	30	4 00	
	11 45	61	..Mineral Point [1]..	26	3 47	
		65	..**Potosi** [Branch]..			
	11 58	65	.... Hopewell	22	3 38	
	12 10	70	.....Irondale.....	17	3 25	
	12 30	75	....Blairsville....	12	3 05	
	12 45	81	..Iron Mountain..	6	2 46	
	12 53	83	..Middle Brooke..	4	2 38	
	1 00	87	...**Pilot Knob**...	0	2 30	
	P. M.		ARRIVE LEAVE		P. M.	

[1] Branch to Potosi, about 4 miles distant.

☞ **Potosi.**—Train leaves De Soto for Potosi at 6 45 p.m. Returning, leaves Potosi at 3 15 p.m.

CLEVELAND, ZANESVILLE & CINCINNATI RAILWAY.

S. PERKINS, Supt., Akron, O. [*Nov.* 23.

Exp.	Acc.	Mls.	STATIONS.	Mls.	Exp.	Acc.
P. M.	A.M.		LEAVE ARRIVE		A.M.	P. M.
3 35		0	...**Cleveland** [1]..	87	11 05	8 00
4 55	6 25	26	.... **Hudson**	61	9 45	7 03
5 15	7 05	34	. Cuyahoga Falls .	53	9 12	6 00
5 33	8 00	40	.....Akron.....	47	8 52	5 33
5 55	8 35	46	...New Portage...	41	8 35	4 48
6 15	9 10	53	..... Clinton	34	8 15	4 01
6 34	9 40	59	...Marshalville...	28	7 57	3 27
6 49	10 05	64	.....Orrville	23	7 45	3 03
7 13	10 50	72	...Apple Creek...	15	7 12	2 12
7 20	11 19	78	..Fredericksburg..	9	6 54	1 40
7 42	11 39	82	...Holmesville ...	5	6 42	1 18
7 56	12 02	87	..**Millersburg**..	0	6 30	12 55
P. M.	P. M.		ARRIVE LEAVE		A.M.	P. M.

☞ *Accom. Train* leaves Cleveland at 8 30 a.m., arr. at Akron 10 30 a.m. Leave Akron 11 52 a.m., arr. at Cleveland 2 00 p.m.

[1] Trains run on Cleveland & Pittsburg Railway to Hudson.

EVANSVILLE & CRAWFORDSVILLE RAILWAY.

JOHN INGLE, Jr., President and Superintendent; L. PEARSON, Asst. Supt.; and JOHN E. MARTIN, Secretary, Evansville, Ind. [*Nov.* 30.

CONNECTIONS.

[1] Steamboats on Ohio River, up and down.
[2] Junction of Ohio & Mississippi Railway.
[3] Connects with Terre Haute & Richmond Railway.
[3] Connects with Terre Haute, Alton & St. Louis Railway.

Fares.—Evansville to Terre Haute, $5 00; to Rockville, $6 00.

☞ Evansville to Terre Haute.

Acc.	Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mxd.	Mail.	Acc.
P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	A. M.
2 05	9 12	5 30	0	.. **Evansville** [1] ..	109	5 33	8 18	9 28
2 35	9 40	6 12	10	..... Ingle's	99	4 55	7 50	8 58
3 03	10 08	7 03	20	.. Fort Branch ...	89	4 08	7 22	8 26
3 30	10 31	8 00	27	... **Princeton** ...	82	3 20	6 56	8 00
3 43	10 44	8 35	31	..... Patoka	78	2 47	6 43	7 44
4 06	11 07	9 15	38	..... Hazleton	71	1 50	6 26	7 21
4 15	11 16	9 35	40	..... Decker's	69	1 30	6 11	7 12
4 52	11 55	10 55	51	... **Vincennes** ...	58	12 30	5 35	6 36
5 00	12 16	11 02	52	.... Junction [2]	57	11 47	5 25	6 25
P. M.	12 44	11 52	61	.... Emison's	48	10 54	4 40	A. M.
	12 58	12 20	66	... Oak Town	43	10 26	4 26	
	1 19	1 08	73	..... Carlisle	36	9 44	4 04	
	1 45	2 10	83	..... Sullivan	26	8 52	3 37	
	2 01	2 37	90	..... Shelburn	19	8 12	3 20	
	2 17	3 03	94	... Farmersburg ...	15	7 40	3 03	
	2 27	3 21	98	..... Hartford	11	7 23	2 49	
	3 03	4 15	109	ar } **Terre** { lv	0	6 30	2 15	A. M.
	P. M.	4 50		lv } **Haute** [3] { ar	23	A. M.	P. M.	11 05
		5 08	114	... Otter Creek ...	18			10 46
		5 40	122	.... Rosedale	10			10 14
		6 21	132	... **Rockville** ...	0			9 30
		P. M.		ARRIVE LEAVE				A. M.

☞ Terre Haute to Evansville.

LEXINGTON & BIG SANDY RAILWAY.

M. T. HILTON, Superintendent, Ashland, Ky.

Stations—Bellefont Furnace, Clinton Furnace, Canonsburg, and Buena Vista Furnace.

Two trains each way. Distance, 10 miles.

INDIANAPOLIS, PERU & CHICAGO R'WAY.

DAVID MACY, Pres. and Supt., Indianapolis, Ind. F. B. CUTTING, Vice-Pres., New York. V. T. MALOTT, Treas.; A. B. SOUTHARD, Sec. and Gen. Ticket Agent; J. C. THOMPSON, Asst. Supt.; and L. N. ANDREWS, Gen. Freight Agent, Indianapolis, Ind. [*Nov.* 22.

Indianapolis to Peru. | Peru to Indianapolis.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	P. M.		LEAVE ARRIVE		A. M.	P. M.
9 15	12 20	0	. **Indianapolis** [1] .	75	10 45	5 00
9 59	12 59	11	.... Castleton	64	10 06	4 24
10 19	1 17	17	..... Britton's	58	9 49	4 07
10 34	1 31	22	.. **Noblesville** ..	53	9 37	3 55
10 52	1 47	28	..... Cicero	47	9 21	3 39
11 11	2 03	34	... Buena Vista ...	41	9 03	3 21
11 26	2 16	39	..... Tipton	36	8 50	3 08
11 48	2 32	46	... Sharpsville ...	29	8 34	2 50
11 58	2 40	49	..... Fairfield	26	8 26	2 40
12 13	2 53	54	.... **Kokomo**	21	8 12	2 23
12 20	3 09	55	C., C. & I. C. Cross. [2]	20	8 05	2 20
12 35	3 23	59	..... Cassville	16	7 50	1 50
12 51	3 38	63	..... Miami	12	7 36	1 34
1 12	3 48	67	. U. & L. Crossing .	8	7 26	1 24
1 13	3 49	68	... Bunker Hill ...	7	7 25	1 23
1 38	4 15	75	.... **Peru** [3]	0	7 00	1 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Through Fare, $3 00. Way fares, 4 cents per mile.

[1] Connects with R'ways diverging from Indianapolis.
[2] Connects with Columbus, Chicago & Indiana Central Railway.
[3] Connects with Toledo, Wabash & West'n Railway.

LAKE ERIE & LOUISVILLE RAILWAY.

L. Q. RAWSON, Pres. & Supt., and R. W. B. MCLELLAN, Freight Agent, Fremont, O. [*Dec.* 7.

Going South. | Going North.

Pass.	Mail.	Mls.	STATIONS.	Mls.	Pass.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
6 45	11 20		... **Fremont** [1] ...		8 00	5 40
7 07	11 48		..... Winters		7 33	5 10
7 17	12 00		..... Kansas		7 23	4 58
7 26	12 10		..... Amsden		7 14	4 44
7 32	12 18		..... Jackson		7 08	4 38
7 50	12 48		..... Fostoria		6 55	4 19
8 12	1 14		..... Arcadia		6 28	3 36
8 40	1 50		.... **Findlay**		6 00	3 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Lake Shore Railway Line.

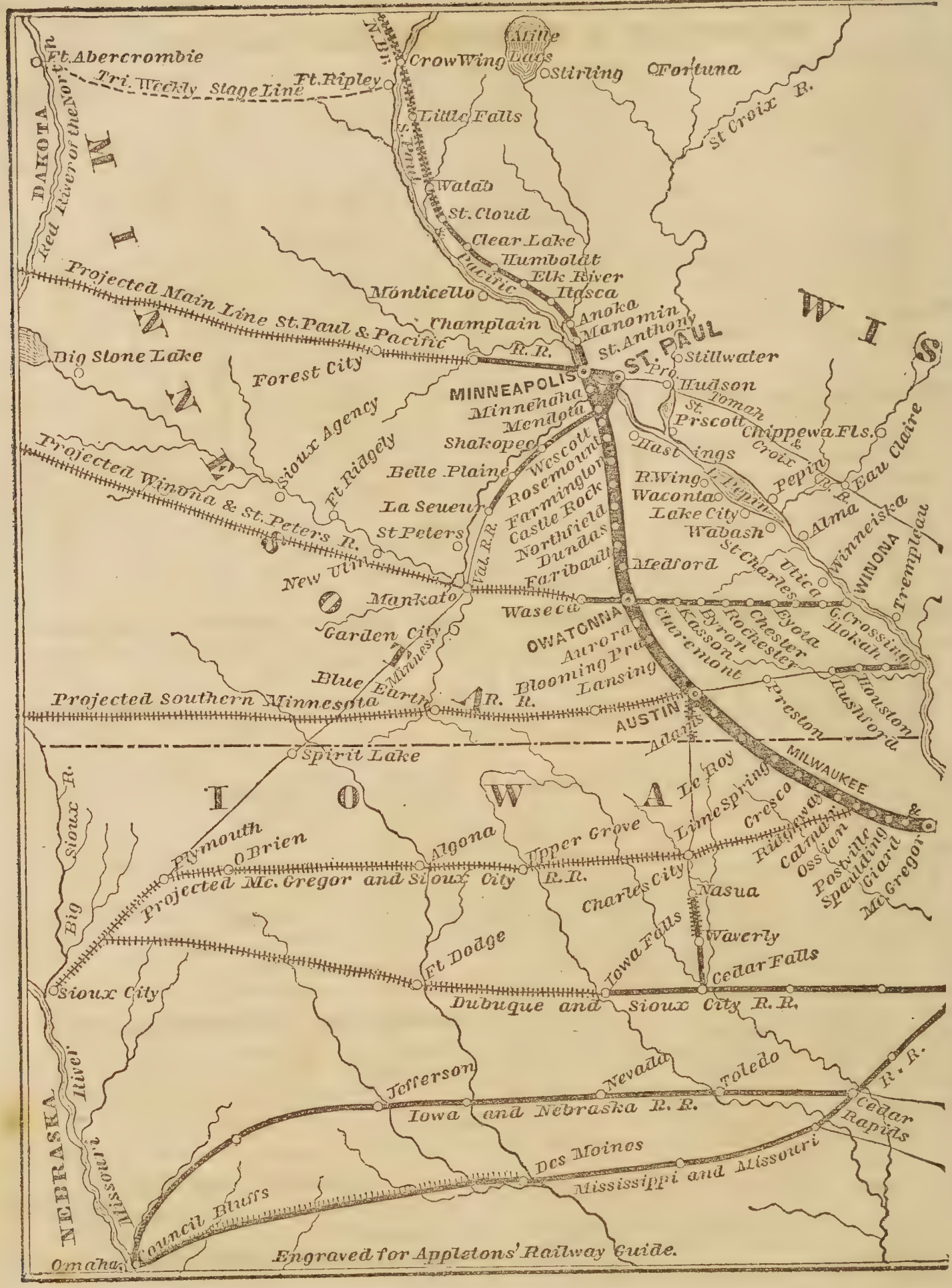
HOUSTON TAP & BRAZORIA RAILWAY.

A train leaves Houston on Mondays, Wednesdays, and Fridays at 9 00 a. m., arriving at Columbia at 4 00 p. m. Returning, leaves Columbia on Tuesdays, Thursdays, and Saturdays at 8 00 a. m., arriving at Houston at 4 00 p. m. Distance, 50 miles.

PERKIOMEN RAILWAY.

Trains leave Perkiomen Junction for Skippack at 9 00 a. m. and 6 00 p. m.

Leave Skippack for Junction at 8 10 a. m. and 1 25 p. m. [*Aug* 3.


Ft. Abercrombie
Tri. Weekly Stage Line
Ft. Ripley
Crow Wing
Mille Lacs
Stirling
Fortuna
St Croix R.
Little Falls
Red River of the North
DAKOTA
MINNESOTA
Watab
St. Cloud
Clear Lake
Humboldt
Elk River
Itasca
Monticello
Anoka
Manomin
Champlain
Projected Main Line St. Paul & Pacific R. R.
St. Anthony
ST. PAUL
Stillwater
Big Stone Lake
Forest City
MINNEAPOLIS
Hudson
Minnehaha
Mendota
Prescott
Chippewa Fls.
Eau Claire
Sioux Agency
Ft Ridgely
Shakopee
Wescott
Rosemount
Farmington
Castle Rock
Northfield
Dundas
Faribault
Belle Plaine
Hastings
R. Wing
Waconta
Lake City
Wabash
Pepin
Alma
Winneiska
Projected Winona & St. Peters R.
La Seueur
St Peters
New Ulm
Val. R. R.
Medford
St Charles
Utica
WINONA
Trempleau
Mankato
Waseca
Garden City
OWATONNA
Aurora
Blooming Pra
Lansing
Chester
Eyota
Rochester
Byron
Kasson
Chatfield
Rushford
Houston
Blue Earth
Minnesota
Projected Southern Minnesota R. R.
AUSTIN
Adams
Preston
MILWAUKEE
Spirit Lake
IOWA
Le Roy
Lime Spring
Cresco
Ridgeway
Calmar
Ossian
Postville
Spaulding
Giard
Mc Gregor
Sioux R.
Plymouth
O Brien
Algona
Upper Grove
Projected Mc. Gregor and Sioux City R. R.
Charles City
Nasua
Big
Iowa Falls
Waverly
Ft Dodge
Cedar Falls
Sioux City
Dubuque and Sioux City R. R.
NEBRASKA
River
Missouri
Jefferson
Nevada
Toledo
Iowa and Nebraska R. R.
Cedar Rapids
Des Moines
Mississippi and Missouri
Council Bluffs
Omaha
Engraved for Appletons' Railway Guide.

MAP OF THE
MILWAUKEE & ST. PAUL
RAILWAY AND CONNECTIONS.
Milwaukee to St. Paul and Minneapolis ..... 408 Miles.
Milwaukee to La Crosse ..... 196 "
Milwaukee to Portage City ..... 95 "
Milton to Monroe ..... 42 "
Watertown to Sun Prairie ..... 26 "
Horicon to Berlin and Winneconne ..... 58 "
Total ..... 825 "
Negaunee
Escanaba
Oconto
Wausau
Shawanaw
Stevens Pt.
Daily Stage Line
Plover
C. Rapids
B. River Falls
Muckaw
WINNECONNE
Wrightstown
Howard
Appleton
Menasha
Oshkosh
Omro
Waukau
R. Lake
Ripon
Reedsc.
Brandon
Waupun
Fond du Lac
Kewaunee
Manitowoc
Sheboygan
Oconomowoc
LA CROSSE
Salem
Sparta
Greenfield
Tomah
Orange
New Lisbon
Mauston
Lemonwier
Windon
BERLIN
Kilbourn C.
Lewiston C.
PORTAGE C.
Midland
Cambria
Fox Lake
Beaver D.
Rolling P.
MIL. & ST. P. RY.
Bangor
Lafayette
Wyocena
Rio
Fall River
Columbus
Sun Prairie
Elba
Lowell
Mazomanie
PRA. DU CHIEN
ST. PAUL
RY.
Burnett Junc.
HORICON
Iron Ridge
Woodland
Rubicon
Hartford
Schleisingerv.
Germantown
Grn. V.
Schwartzburg
Milw. Jc.
Ironia
WATER T.
Ocono
mowoc
P. Lake
Hart'd
MADISON
Mc. Farland
Stoughton
River Side
Middleton
Cross Plains
Black Earth
Arena
Spring Green
Lone Rock
Avoca
Muscoda
Boscobel
Woodman
Mauzek
Bridgeport
Mineral Pt.
MIL. & ST. P. RY.
MONROE
Brodhead
Oxford
Hanover
Janesville
Milton
MILTON JC.
Lima
Whitewater
Palmyra
Eagle
Genesee
Waukesha
Brookfield
Elm Grove
Racine
Kenosha
S. Line
Waukegan
Harvard
Rockland
Highland
Belvidere
Glencoe
Elgin
Rockford
Freeport
Savannah
Galena
State Line
Farley
Dubuque
Dunleith
MISSISSIPPI
Clinton
Fulton
Dixon
Junc.
Muscatine
Davenport
Rock Island
CHICAGO
MILWAUKEE
DAILY LINE OF STEAMERS FOR LOWER LAKES
DAILY LINE OF STEAMERS FOR EAST SIDE PORTS
DAILY LINE OF WEST SIDE
DAILY LINE OF STEAMERS
DAILY STEAMSHIP LINE OF
DETROIT & MILWAUKEE R. R.
GRAND HAVEN
GREEN BAY
LAKE MICHIGAN
MICHIGAN
WISCONSIN
ILLINOIS

MILWAUKEE & ST. PAUL RAILWAY,

EMBRACING THE PRINCIPAL RAILWAY LINES IN

Wisconsin, Minnesota, and Northern Iowa, viz.:

Milwaukee to Lacrosse	196 miles.	Horicon to Berlin and Winneconne	58 miles.
Milwaukee to Prairie du Chien	193 "	Watertown to Sun Prairie	26 "
Milwaukee to Portage	95 "	Milton to Monroe	42 "
McGregor (opposite Prairie du Chien) to St. Paul and Minneapolis	215 "	Total	825 miles.

ALEX. MITCHELL, President; RUSSELL SAGE, Vice-Pres.; S. S. MERRILL, Gen. Manager; J. P. WHALING, Auditor; A. CARY, Sec. & Treas.; O. E. BRITT, Gen. Freight Agent; A. V. H. CARPENTER, Gen. Passenger Agent, Milwaukee, Wis. J. W. PRINCE, Gen. Eastern Agent, No. 2 Astor House, N. York. D. A. OLIN, Supt. Lacrosse Division and Sun Prairie Branch; L. B. ROCK, Supt. Northern Division; H. C. ATKINS, Supt. Prairie du Chien Division and Monroe Branch; and D. C. SHEPARD, Supt. Iowa & Minnesota Divisions.

TIME-TABLE OF PRAIRIE DU CHIEN and IOWA & MINNESOTA DIV'NS.

H. C. ATKINS and D. C. SHEPARD, Superintendents. [*Nov.* 29.

ONE THROUGH EXPRESS TRAIN EACH WAY BETWEEN **MINNEAPOLIS AND ST. PAUL,** AND **MILWAUKEE,** DAILY (except Sundays).

☞ MAGNIFICENT PALACE CARS ON DAY TRAINS.

Splendid new Sleeping-Cars on Night Trains, with a **full night's rest, via Milwaukee.**

☞ PURCHASE TICKETS **Via "Milwaukee."**

CONNECTIONS.

1 Chicago & Milwaukee R'way Line.
2 Division to Lacrosse.
3 Crossing of Chicago & Northwestern Railway.
4 Crossing of Winona & St. Peter Railway.
5 Minnesota Valley Railway.
6 St. Paul & Pacific Railway.

MEALS.

* Breakfast. † Dinner. ‡ Supper.

☞ This is the only all-rail route to **Minneapolis and St. Paul.**

☞ Milwaukee to Minneapolis and St. Paul.

Acc.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Pass.	Acc.
P. M.	P. M.	A.M.		LEAVE ARRIVE		A.M.	P. M.	A.M.
4 15	8 10	10 50	0	....**Milwaukee** [1]....	406	*7 45	5 55	10 40
5 45	8 58	11 38	14	.Brookfield Junction [2].	392	6 57	5 00	9 20
6 15	9 16	11 58	20	.... **Waukesha**	386	6 37	4 40	8 50
7 35	10 05	12 45	36	.....Eagle.....	370	5 45	3 54	7 50
8 05	10 24	1 03	42	.....Palmyra.....	364	5 25	3 36	7 25
8 50	10 50	1 30	50	....**Whitewater**....	356	4 56	3 10	6 50
9 50	11 30	2 30	63	...Milton Junction [3]..	343	4 10	2 30	6 00
10 30	: :	3 30	71	.....**Janesville**.....	351	: :	1 30	5 20
P. M.	: :	5 50	105	arr....**Monroe**...l've	384	: :	9 50	A. M.
	11 55	2 52	70	..... Edgerton	335	3 47	1 50	
	12 23	3 19	80	.....Stoughton.....	326	3 16	1 22	
	1 25	†4 25	95	.....**Madison**.....	311	2 30	12 35	†
	2 50	5 44	118	.....Mazomanie.....	288	1 00	10 55	
	3 35	6 25	132	.....Spring Green.....	274	12 15	10 17	
	3 55	6 44	138	.....Lone Rock.. ...	267	11 55	10 00	
	4 15	7 02	145	.....Avoca.....	261	11 31	9 42	
	4 37	7 22	151	.....Muscoda.....	255	11 11	9 22	
	5 30	8 07	165	... ...Boscobel.....	240	10 23	8 40	
	*7 00	9 30	193	.**Prairie du Chien**.	213	‡8 45	7 15	
	8 45	P.M.	194	.**North McGregor**.	212	7 20	A.M.	
	10 22		220	..... Postville	186	5 43		
	10 55		231	.....Ossian.....	175	5 10		
	11 13		237	.....Calmer	169	4 52		
	11 23		240	.....Conover.....	166	4 42		
	12 10		256	.....**Cresco**.....	150	3 58		
	12 41		267	.....Lime Springs.....	139	3 24		
	1 14		279	.....Le Roy.....	127	2 51		
	1 44		290	..... Adams	116	2 21		
	2 31		305	.....**Austin**.....	101	1 40		
	3 13		320	...Blooming Prairie...	86	12 53		
	†4 22		338	.... **Owatonna** [4].....	68	12 04		
	5 08		353	.....Faribault.....	53	11 01		
	5 38		364	... ...Dundas.....	42	10 28		
	5 48		367	.....Northfield.....	39	10 18		
	6 27		380	.....Farmington	26	9 42		
	7 29		400	.....Mendota [5].....	6	8 42		
	7 55		409	arr.**Minneapolis**[6].lv.	From St. Paul.	8 10		
	7 50		406	..... **St. Paul**.....		8 15		
	P. M.			ARRIVE LEAVE		A.M.		

☞ St. Paul and Minneapolis to Milwaukee.

☞ **Note.**—Passengers *via Milwaukee* have ample time for Meals at *Fox's new Depot Hotel* at that place—the best Railway Eating-House in the country.

Baggage Checked Through only by this Route, and via Milwaukee alone.

☞ For Map of this Line, see pages 244 & 245.

MILWAUKEE & ST. PAUL RAILWAY.—(*Continued.*)

TIME-TABLE OF LACROSSE AND NORTHERN DIVISIONS.

D. A. Olin and L. B. Rock, Superintendents, Mi Wis. [*Nov.* 30.

LACROSSE DIVISION.

Going West. Pass.	Going West. Pass.	Mls.	STATIONS.	Mls.	Going East. Pass.	Going East. Pass.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
8 05	1 30	0	..**Milwaukee** [1]..	195	3 10	7 30
8 43	2 03	9	....Elm Grove....	186	2 38	6 51
9 03	2 23	13	...Brookfield [2]...	182	2 23	6 34
9 28	2 39	19	....Pewaukee....	176	2 05	6 10
9 46	2 52	23	.... Hartland	172	1 51	5 51
9 58	3 00	26	...**Nashotah**...	169	1 43	5 40
10 17	3 14	31	.. Oconomowoc ..	164	1 30	5 20
10 42	3 30	37	.....Ixonia.....	158	1 12	4 58
11 10	3 50	43	..**Watertown**..	152	12 52	4 30
11 35	4 12	44	Watertown Junc.[3]	151	12 45	4 20
11 58	4 27	49	.... Richwood....	146	12 23	4 02
12 15	4 45	54	..... Lowell	141	12 05	3 40
12 37	5 03	59	.....Elba.....	136	11 47	3 17
1 00	5 25	63	...**Columbus**...	132	11 33	3 00
1 14	5 37	67	....Fall River....	128	11 14	2 37
1 35	5 55	73	.....Otsego.....	122	10 56	2 15
1 55	6 10	77	..... Rio.....	118	10 40	1 55
2 15	6 27	82	.....Wyocena.....	113	10 23	1 27
2 50	6 55	91	ar { **Portage** } lv	104	9 55	12 55
3 10	7 15		lv {		9 35	12 35
3 45	7 42	100	.... Lewiston	95	9 10	12 03
4 25	8 13	105	..Kilbourn City..	90	8 47	11 35
5 00	8 41	112	..... Lyndon.....	83	8 13	10 55
5 30	9 04	124	... Lemonweir ...	71	7 50	10 25
5 40	9 15	127	.....Mauston.....	68	7 39	10 10
6 15	9 40	132	..... Lisbon	63	7 15	9 40
6 30	9 53	138	.....Orange.....	57	7 02	9 16
7 15	10 25	147	.....Le Roy.....	48	6 31	8 38
7 38	10 45	153	.....Tomah.....	42	6 12	8 13
7 51	10 56	156	.. **Greenfield** ..	39	6 00	7 58
8 16	11 17	163	.... Lafayette	32	5 38	7 30
9 00	11 45	170	.....**Sparta**.....	25	5 18	7 05
9 15	12 00	174	... Herseyville ...	21	4 55	6 23
9 37	12 20	180	.....Bangor.....	15	4 37	5 57
9 54	12 37	184	...West Salem...	11	4 22	5 37
10 30	1 10	195	...**La Crosse**[4]..	0	3 50	5 00
A. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Chicago & Milwaukee and Detroit & Milwaukee Railways.
2 Crossing of Prairie du Chien Division.
3 Crossing of Chicago & Northwestern Railway.
4 Connects with steamers f r Winona and W. & St. Peter R'way.

SUN PRAIRIE BRANCH.

Mxd.	Mls.	STATIONS.	Mls.	Mxd.
P. M.		LEAVE ARRIVE		A. M.
4 00	0	..**Milwaukee** [1].	71	11 25
7 35	44	Watertown Junc.[2]	27	7 45
8 10	53	....Hubbellton....	18	7 10
8 35	58	.....Waterloo.....	13	6 50
8 50	63	.....Marshall.....	8	6 25
9 05	65	....Deansville....	6	6 10
9 35	71	..**Sun Prairie**..	0	5 40
P. M.		ARRIVE LEAVE		A. M.

1 Connects with Chicago & Mil. and Detroit & Mil. Railways.
2 Connects with Lacrosse Division (Main Line).

NORTHERN DIVISION.

Going West. Exp.	Going West. Pass.	Mls.	STATIONS.	Mls.	Going East. Exp.	Going East. Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 15	9 00	0	**N. Milwaukee** [1]	96	11 45	7 30
2 37	9 38	7	.. Schwartzburg ..	89	11 23	6 58
2 58	10 10	13	.... Granville	83	11 03	6 30
3 15	10 45	18	...Germantown...	78	10 45	6 05
3 30	11 10	23	.....Richfield.....	73	10 30	5 42
3 45	11 35	28	...Cedar Creek...	68	10 13	5 20
3 53	11 49	30	.Schleisingerville.	66	10 05	5 06
4 10	12 20	35	.....Hartford.....	61	9 50	4 46
4 25	12 43	39	.....Rubicon.....	57	9 32	4 25
4 39	1 05	43	... Woodland....	53	9 17	3 46
4 45	1 14	45	... Iron Ridge ...	51	9 10	3 35
5 05	2 00	52	**Horicon Junc.**	44	8 50	3 00
5 10	: :	52	.Horicon Junction.	44	8 45	: :
5 45	: :	57	.....Burnett [2]	37	8 25	: :
6 17	: :	66	.....Waupun.....	28	7 40	: :
6 43	: :	74	..... Brandon.....	20	7 15	: :
7 20	: :	81	..... Ripon.....	13	6 50	: :
7 40	: :	88	ar.Rush Lake [3].lv	6	6 30	: :
8 10	: :	94	.....**Berlin**.....	0	6 00	: :
7 45	: :	88	lv..Rush Lake..ar	14	6 25	: :
8 12	: :	92	.....Waukau.....	9	6 00	: :
8 45	: :	97	.....Omro.....	5	5 40	: :
9 10	: :	102	..**Winneconne**..	0	5 00	: :
P. M.	2 40	55	**Minnesota Jun.**[4]	41	A. M.	2 15
	2 50	56	..Rolling Prairie..	40		1 35
	3 25	61	...Beaver Dam...	35		1 15
	4 05	67	Fox Lake Junction	29		12 35
	4 30	72	.... Randolph	24		12 57
	5 00	78	.....Cambria.....	18		11 30
	5 46	87	.....Midland.....	9		10 47
	6 30	96	....**Portage** [5]....	0		10 05
	P. M.		ARRIVE LEAVE			A. M.

1 Connects with Chicago & Mil. and Detroit & Mil. Railways.
2 Connects with Chicago & Northwestern Railway.
3 Connects with Winneconne Branch.
4 Crossing of Chicago & Northwestern Railway.
5 Connects with Lacrosse Division.

☞ Passengers for any point in **Wisconsin, Minnesota, and Northern Iowa,** *by purchasing Tickets via* Milwaukee, *secure the following advantages*, viz., *the most* direct route, and the only one by which connections are sure: *No* Night Changes *of cars:* Clean Coaches, with ample accommodations, are always provided *at Milwaukee.* Palace Sleeping-Cars are attached to night trains *from* Milwaukee *alone*, which insures *a full night's rest*—facilities not obtainable by any other route. *This is the only route by which baggage is checked through to St. Paul, Minneapolis, or Owatonna.*

Special Notice!—Passengers destined to any place in Wisconsin, Minnesota, or Northern Iowa, either on or off the lines of this Company, who can not procure through tickets to destination, should purchase their tickets to Milwaukee, as this is the great distributing point for these States, and by so doing they avoid the liability of getting out of their direct way.

MINNESOTA VALLEY RAILWAY.

E. F. Drake, Pres.; J. L. Merriam, Vice-Pres.; Jno. F. Lincoln, Supt.; H. Thompson, Treas.; and G. A. Hamilton, Sec., St. Paul, Minn. J. C. Boyden, Gen. Ft'ht & Tkt. Agent. [*Dec.* 21.

Exp.	Acc.	Mls.	STATIONS.	Mls.	Exp.	Acc.
P. M.	A. M.		LEAVE ARRIVE		A. M	P. M.
3 50	8 30	0	....**St. Paul**[1]...	86	9 25	4 47
		1	...River House...	85		
		4	.....Elevator.....	82		
4 20	9 15	6	Mendota Junct'n[2]	80	9 00	4 20
4 25	9 35	11	.....Nicols.....	75	8 45	3 35
4 45	10 15	18	.... Hamilton....	68	8 22	3 05
4 55	10 35	23	.. Bloomington ..	63	8 08	2 40
5 10	11 06	28	.... Shakopee	58	7 53	2 20
5 22	11 28	32	.....Merriam.....	54	7 39	1 55
5 32	11 45	36	.... Davidson	50	7 29	1 38
5 40	12 05	39	.. Brentwood ...	47	7 21	1 25
5 52	12 25	43	...St. Lawrence...	43	7 10	1 05
6 04	12 50	47	...Belle Plaine...	39	6 59	12 50
6 35	1 25	52	.....Blakeley.....	34	6 45	12 25
6 57	1 55	58	.East Henderson.	28	6 10	11 35
7 14	2 25	63	.....Le Sueur.....	23	5 55	11 05
7 33	2 55	69	.....Ottawa.....	17	5 38	10 30
7 51	3 30	75	.....St. Peter.....	11	5 21	9 55
7 57	3 45	77	.....Kasota.....	9	5 15	9 40
8 30	4 30	86	....**Mankato**....	0	4 45	9 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

St. Paul and Minneapolis Accommodation.—Trains leave St. Paul for Mendota and Minneapolis at 10 45 a. m., and 6 15 p. m.

[1] Connects with St. Paul & Pacific Railway.
[2] Connects with Milwaukee & St. Paul Railway.

HOUSTON & TEXAS CENTRAL RAILWAY.

Wm. J. Hutchins, Pres., and Chas. A. Burton, Supt., Houston, Texas. [*Nov.* 25.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
	P. M.		LEAVE ARRIVE		P. M.	
	3 00	0	....**Houston**....	100	1 00	
	4 30	25	.....Cypress.....	76	11 30	
	5 55	50	....Hempstead....	51	10 10	
	7 10	70	....Navasota.....	31	8 50	
	7 45	80	....**Millican**....	21	8 15	
	9 15	100	.....**Bryan**.....	0	6 45	
	P. M.		ARRIVE LEAVE		A. M.	

Connects at Hempstead with Washington County Railway for Brenham. At Navasota, with Line of Stages to Shrevesport.

MOUNTAIN LINK & SCHUYLKILL VALLEY RAILWAY.

G. A. Nicolls, Gen. Supt., Reading, Pa.

Trains leave Pottsville for Mount Carbon, Port Carbon, Eagle Hill, Cumbola, Heebner's, New Philadelphia, Middleport, Patterson, Brockville, Tuscarora, Newkirk, and Tamaqua, at 6 45 & 11 30 A. M., and 6 40 P. M.

Returning, leave Tamaqua for Pottsville at 8 35 A. M. and 2 15 & 4 35 P. M.

Distance, 17½ miles.

WINONA & ST. PETER RAILWAY.

Geo. L. Dunlap, President, and J. R. Young, Vice-Pres., Chicago, Ill. J. W. Sprague, Gen. Manager; J. H. Stewart, Supt.; and A. J. Mead, Gen. Freight & Ticket Ag't, Winona, Minn. [*Dec.* 21.

Westward Trains.				Eastward Trains.		
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
A. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
11 30	8 30	0	.... **Winona**	105	10 00	7 30
11 46	9 02	6	..Minnesota City..	99	9 44	7 03
12 00	9 30	11	.....Stockton.....	94	9 30	6 40
12 40	10 30	19	.....Lewiston	86	8 55	5 50
12 48	10 48	22	.....Utica.....	83	8 46	5 37
1 03	11 25	28	....St. Charles....	77	8 28	5 13
1 27	12 40	37	.....Eyota	68	8 02	4 35
1 45	1 17	44	.....Chester.....	61	7 42	4 07
2 00	2 15	50	....Rochester.....	55	7 25	3 42
2 24	3 05	59	.....Byron.....	46	6 58	3 05
2 40	3 35	65	.....Kasson	40	6 40	2 40
2 57	4 15	71	..Dodge Center..	34	6 00	2 05
3 13	4 43	78	....Claremont...	27	5 44	1 30
3 31	5 18	85	.....Havana.....	20	5 25	12 52
4 05	6 00	90	...**Owatonna**...	15	5 10	12 25
4 32	6 45	99	.....Meriden....	6	4 47	11 15
4 50	7 15	105	.....**Waseca**....	0	4 30	10 45
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

☞ *Twenty-four miles saved by this route between St. Paul or Minneapolis and Milwaukee or Chicago.*

Time, Winona to St. Paul, 8 hours and 10 minutes.

Connections going West.—Connects at St. Charles with Stages for Chatfield and Preston.

Connects at Owatonna with Minnesota Central Railway for Northfield, Faribault, Farmington, Mendota, Minneapolis, &c. Also with Burbank's line of Stages for Winnebago City, St. Peter, Mankato, Blue Earth City, and Garden City.

Connects at Mendota with Minnesota Valley Railway for St. Paul, Belle Plaine, Shakopee, Anoka, and St. Cloud.

Connects at Minneapolis with St. Paul & Pacific Railway for St. Anthony, Manomin, Anoka, Itasca, Elk River, St. Cloud, &c.

Going East.—Connections are close and sure with Milwaukee and Chicago. Distance between Winona and La Crosse made by fast packets.

SOUTHERN MINNESOTA RAILWAY.

Clark W. Thompson, Gen. Manager, Rushford, Wis. C. G. Wykoff, Asst. Manager. [*Jan.* 6.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
5 20	1 20	0	...**La Crosse**...	50	11 15	4 15
6 00	2 00		..Grand Crossing..		11 00	4 00
6 30	2 30	5	.....Hokah... ..	45	10 30	3 30
7 35	3 35	18	.....Houston.....	32	9 25	2 25
8 30	4 30	30	.....Rushford.....	20	8 30	1 30
10 00	6 00	50	...**Lanesboro'**..	0	7 00	12 00
P. M.	A. M.		ARRIVE LEAVE		A. M.	NOON

Connects at Lanesboro' with stages for Preston. Albert Lea, Spring Valley, Austin, Winnebago, &c.

DETROIT & MILWAUKEE RAILWAY.

C. C. Trowbridge, President; Thos. Bell, Gen. Supt.; Jas. H. Muir, Secretary; and Alfeed White, General Freight Agent, Detroit, Mich. [*Nov.* 23.

Going West. Mixed.	Acc.	Mail.	Exp.	Miles.	STATIONS.	Going East. Miles.	Acc.	Mail.	Exp.	Mixed.
	P. M.		A. M.		LEAVE ARRIVE		NOON		P. M.	
8 00 P. M.	3 40	9 00 A. M.	8 15	0	.....**Detroit** [1].....	274	12 00	5 20 P. M.	6 35	6 45 A. M.
10 00 "	5 10	10 30 "	9 35	26	..... Pontiac	248	10 35	3 50 "	5 10	4 55 "
11 50 "	6 10	11 35 "	10 30	47	ar.....Holly lv	227	9 35	2 45 "	4 20	3 15 "
	7 00		11 15		lv.....Flint.....ar		8 45		3 35	
	8 30		12 40		.....East Saginaw.....		7 15		2 00	
	8 55		1 05		ar.....Bay City.....lv		6 50		1 30	
2 20 A. M.	P. M.	1 30 P. M.	P. M.	78	lv.....Owosso.....lv	196	A. M.	1 10 "	P. M.	1 00 "
		4 15 "			ar.....Lansing.....lv			10 40 A. M.		
3 15 "		1 55 "		88	lv.....Ovid.....ar	187		12 20 P. M.		12 05 "
4 05 "		2 25 "		98	.....St. John's.....	176		11 55 A. M.		11 20 P. M.
6 00 "		3 45 "		124	. .....Ionia	150		10 40 "		9 00 "
9 15 "		5 35 "		157	.... Grand Rapids [2]...	117		9 10 "		6 20 "
11 00 "		6 40 "		179	..... Nunica	95		8 00 "		3 45 "
11 45 A. M.		7 15 P. M.		189	....Grand Haven [3]....	85		7 30 A. M.		3 00 P. M.
				274	....**Milwaukee** [4]....	0				
					ARRIVE LEAVE					

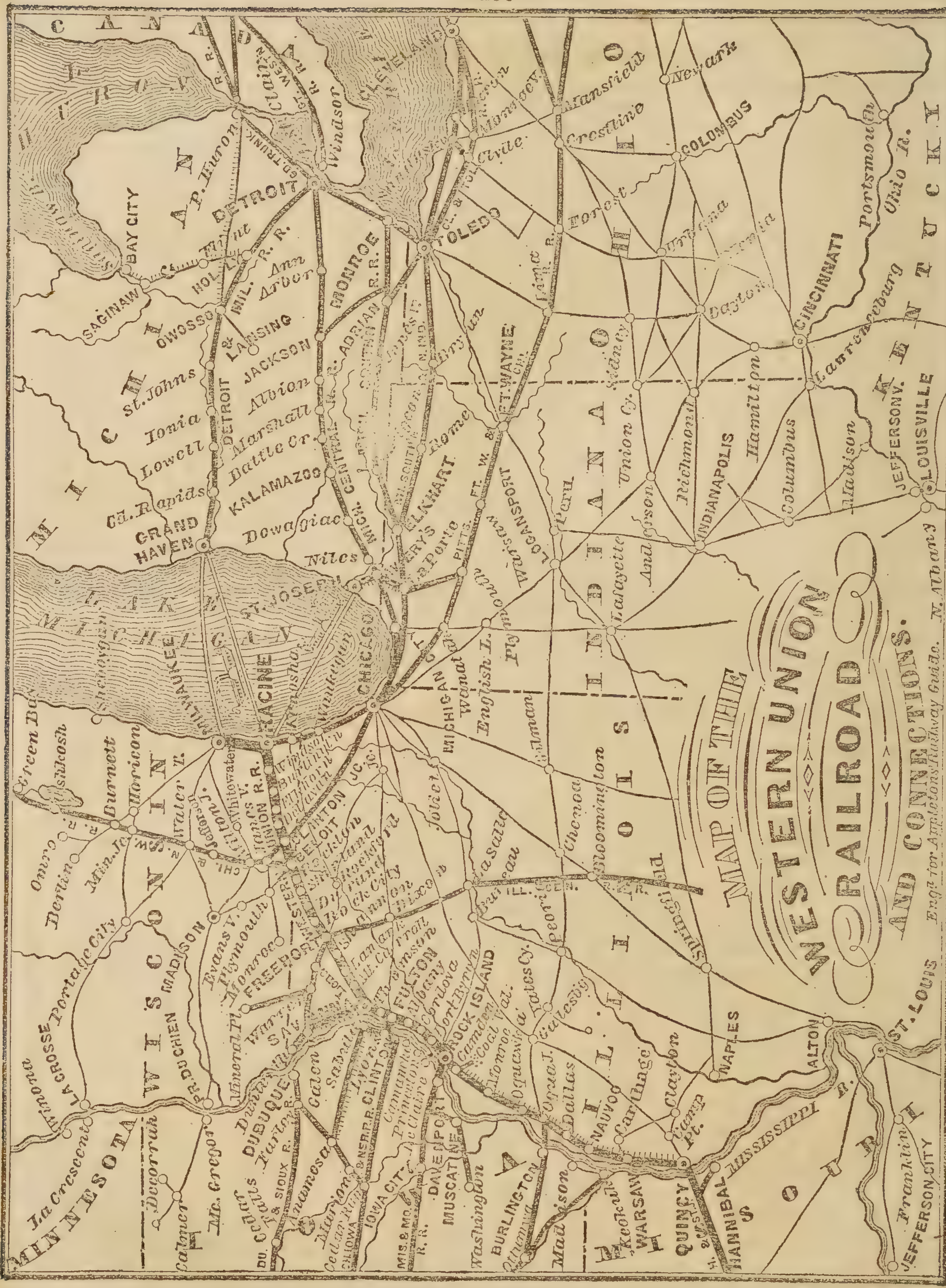
[1] Connects with Great Western and Grand Trunk Railways of Canada; Michigan Central and Michigan Southern & Northern Indiana Railways; also with steamers on lakes and river.
[2] Connects with Stages daily (Sundays excepted) at 7 00 A. M. for Cascade, Whitneyville, North Brownsville, Caledonia, Middleville, Irving, Hastings, Barry Co.
[3] Steamers to Muskegan, Chicago, &c.
[4] Connects with Milwaukee & Chicago, Milwaukee & Prairie du Chien, and Milwaukee & St. Paul Railways for all points West and Northwest. Also, Steamers to Racine, Sheboygan, &c.

FLINT & PERE MARQUETTE RAILWAY, and BAY CITY BRANCH.

E. B. Ward, President, Detroit, Mich. S. Farwell, Vice-President; H. C. Potter, Sec. & Treas.; G. C. Kimball, Supt.; G. W. Ledlie, Aud. & Gen. Ticket Agent; and A. B. Nourse, Gen. Freight Agent, East Saginaw, Mich. [*Aug.* 28.

Midland to Detroit. Acc.	Mxd	Mxd	Exp.	Mail	Acc.	Mls.	STATIONS.	Mls.	Mxd	Exp.	Acc.	Mail	Mail	Acc.	Detroit to Midland.
P.M.	A.M.	P.M.	P.M.	A.M.	A.M.		LEAVE ARRIVE		A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	
		3 00			5 50	0	.....**Midland**	83	10 45		6 05				
		3 15			6 00	2	... ...Bluffs.....	81	10 30		5 50				
		3 40			6 25	9	.....Freelands.....	74	10 10		5 30				
		4 15			7 00	19	J. L. & S. R.R. Cross.	64	9 35		4 55				
6 00	10 30	: :	1 40	6 50	: :	32	.....**Bay City** [1]....	63	: :	12 45	: :	8 45	8 15	5 00	
6 10	10 40	: :	1 50	7 00	: :	30	.....Portsmouth....	61	: :	12 35	: :	8 35	8 05	4 50	
6 35	11 08	: :	2 15	7 25	: :		...East Saginaw ..		: :	12 10	: :	8 10	7 45	4 25	
		4 20			7 05		ar { **East** } lv	51	9 30		4 50				
		4 30	2 05		7 15		lv { **Saginaw** [2] } ar		9 15	12 20		8 20			
		4 50	2 20		7 30	38	.... Bridgeport	45	8 55			8 05			
		5 20	2 38		7 50	47	.....Birch Run.....	36	8 25			7 42			
		5 30	2 43			50	....County Line....	33	8 15						
		5 40	2 53		8 05	54	.Pine Run and Clio.	29	8 05	11 35		7 28			
		6 00	3 05		8 18	59	.....Mt. Morris.....	24	7 40	11 23		7 15			
		6 55	3 30		8 40	66	..... **Flint**.....	17	7 15	11 05		6 55			
		7 30	3 45		9 00	74	....Grand Blanc [2]...	9	6 50	10 45		6 35			
		8 15	4 10		9 30	83	..... **Holly** [3].....	0	6 20	10 25		6 15			
		9 45	5 05		10 30	96	.....Pontiac.....		4 15	9 30		5 10			
		11 45	6 15		11 45	109	.....**Detroit** [4].....		2 05	8 20		3 45			
P.M.	A.M.	P.M.	P.M.	A.M.	A.M.		ARRIVE LEAVE		A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	

[1] Connects with steamers for various ports on Lake Huron.
[2] Connects with Bay City Branch.
[3] Connects with Detroit & Milwaukee Railway.
[4] Connects with Mich. South. & North. Ind., Grand Trunk, and Michigan Central Railways.


MAP OF THE
WESTERN UNION
RAILROAD
AND CONNECTIONS.
Engd. for Appletons' Railway Guide.
MICHIGAN
WISCONSIN
ILLINOIS
INDIANA
OHIO
KENTUCKY
MINNESOTA
IOWA
MISSOURI
CANADA
LAKE MICHIGAN
CHICAGO
MILWAUKEE
RACINE
DETROIT
TOLEDO
CINCINNATI
INDIANAPOLIS
LOUISVILLE
ST. LOUIS
ROCK ISLAND
DAVENPORT
DUBUQUE
MADISON
FREEPORT
GRAND HAVEN
KALAMAZOO
JACKSON
MONROE
FT. WAYNE
LOGANSPORT
COLUMBUS
QUINCY
HANNIBAL
BURLINGTON
MUSCATINE
LA CROSSE
BAY CITY
SAGINAW
Mississippi R.
Ohio R.

WESTERN UNION RAILWAY.

President.—G. A. THOMSON, Racine, Wis. *Vice-President.*—H. T. FULLER, Racine, Wis.

R. C. TATE, Superintendent, Racine, Wis. E. F. BARNES and J. A. COTTON, Ass't Superintendents. W. V. BAKER, Sec. and Treas. M. C. HARMON, Gen. Freight and Ticket Agent. N. BAILLIE, Engineer. *General Office*—Racine, Wis. [*Nov.* 29.

Going West.

STATIONS.	Mls.	Exp. Pass.	Night Exp.
Milwaukee...l've			
Racine	0	12 10 P. M.	6 30 P. M.
Junction	2	12 25 "	6 45 "
Windsor	10	12 50 "	7 25 "
Union Grove	15	1 05 "	7 50 "
Kansasville	18	1 15 "	8 05 "
Dover	21	1 23 "	8 20 "
Burlington	27	1 40 "	8 50 "
Lyons	31	1 52 "	9 10 "
Springfield	34	2 00 "	9 24 "
Elkhorn	40	2 22 "	9 58 "
Delavan	46	2 40 "	10 25 "
Darien	50	2 52 "	10 45 "
Allen's Grove	53	3 02 "	11 02 "
Clinton	59	3 45 "	11 50 "
Beloit	69	4 15 "	12 42 A. M.
Rockton	72	4 25 "	1 00 "
Shirland	79	4 45 "	1 32 "
Durand	85	5 04 "	2 05 "
Davis	90	5 15 "	2 27 "
Rock City	93	5 25 "	2 40 "
Dakotah	96	5 35 "	2 58 "
Freeport	104	5 58 "	3 35 "
Florence	112	6 20 "	4 14 "
Shannon	118	6 37 "	4 44 "
Lanark	124	6 55 "	5 14 "
Mt. Carroll	131	7 15 "	5 50 "
Savanna	142	8 05 "	7 05 "
Thomson	152	8 30 "	8 15 "
Fulton	159	8 50 "	8 50 "
Albany	166	9 08 "	9 20 "
Cordova	176	9 35 "	10 05 "
Port Byron...arr.	181	9 50 P. M.	10 30 A. M.

Going East.

STATIONS.	Mls.	Exp. Pass.	Night Exp.
Port Byron..l've	0	6 45 A. M.	6 15 P. M.
Cordova	5	7 00 "	6 42 "
Albany	15	7 30 "	7 27 "
Fulton	22	7 50 "	7 53 "
Thomson	29	8 05 "	8 30 "
Savanna	39	8 45 "	9 40 "
Mt. Carroll	50	9 20 "	10 30 "
Lanark	57	9 40 "	11 05 "
Shannon	63	9 58 "	11 33 "
Florence	69	10 15 "	12 00 "
Freeport	77	10 35 "	12 35 A. M.
Dakotah	85	11 00 "	1 10 "
Rock City	88	11 03 "	1 30 "
Davis	91	11 17 "	1 45 "
Durand	96	11 30 "	2 05 "
Shirland	102	11 47 "	2 40 "
Rockton	109	12 07 P. M.	3 10 "
Beloit	112	12 17 "	3 25 "
Clinton	122	1 15 "	4 30 "
Allen's Grove	128	1 35 "	5 00 "
Darien	131	1 46 "	5 17 "
Delavan	135	2 00 "	5 33 "
Elkhorn	141	2 22 "	6 08 "
Springfield	147	2 45 "	6 45 "
Lyons	150	2 55 "	6 58 "
Burlington	154	3 07 "	7 20 "
Dover	160	3 27 "	7 50 "
Kansasville	163	3 37 "	8 07 "
Union Grove	166	3 47 "	8 22 "
Windsor	171	4 03 "	8 48 "
Junction	179	4 30 "	9 30 "
Racine	181	4 45 P. M.	9 45 A. M.
Milwaukee...arr.	203		

Connections.

At Racine, Wis.—Connects with trains from Chicago and Milwaukee, and boat to Grand Haven—the terminus of the Detroit Railroad; and with boats to Chicago and Milwaukee, and propellers to Detroit, Toledo, Cleveland and Buffalo.

At Clinton Junction, Wis.—Connects with trains from Chicago and Prairie du Chien, La Crosse, Green Bay, Oshkosh, Madison and Janesville.

At Freeport, Ill.—Connects with trains from Cairo and St. Louis, and Galena, Mineral Point and Dubuque.

At Fulton, Ill.—Connects with trains running across the Mississippi by bridge at Clinton to the Chicago, Iowa & Nebraska Railroad.

At Port Byron, Ill.—Connects with the Chicago & Rock Island Railroad.

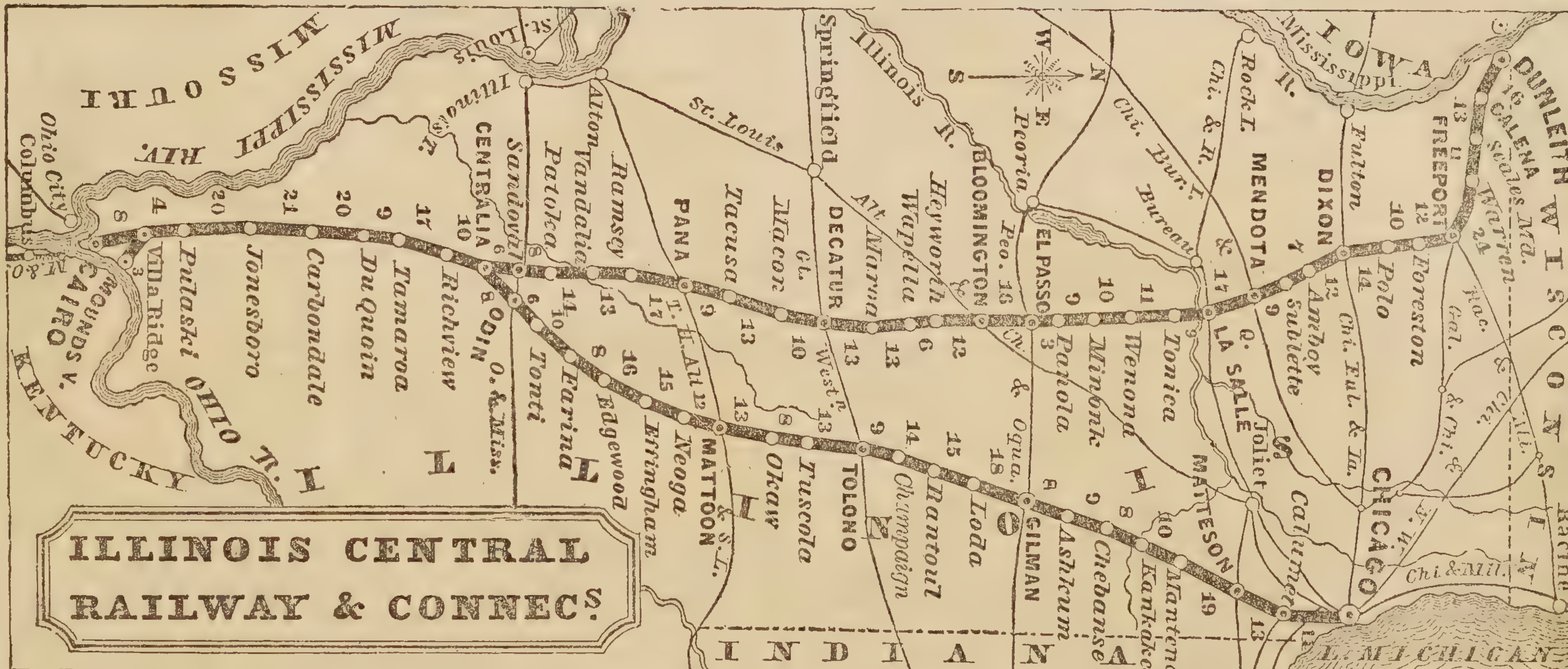
Mississippi Boat Connections.

At Savanna, a boat runs in connection with the WESTERN UNION trains to Dubuque.

At Port Byron, a boat runs in connection with the WESTERN UNION trains to Davenport, Iowa.

☞ Boats to and from all points on the Mississippi can be taken at any of the following stations on the line: Savanna, Fulton, Albany, Cordova, and Port Byron. Information can be obtained of the whereabouts of through boats by telegraph, which will enable passengers to make their arrangements for meeting them at the best point.

The WESTERN UNION is the shortest and cheapest route from all points on the Missouri & Mississippi Railroad, Rock Island, and all points down the Mississippi River; from the Chicago, Iowa & Nebraska Railroad, and Fulton, Ill., to all points in Northern Illinois, Dubuque, Northern Iowa, Minnesota, and Wisconsin.



GREAT THROUGH MAIL AND PASSENGER ROUTE,

From New York to New Orleans, and all Southern Cities,

Via CHICAGO and ILLINOIS CENTRAL RAILWAY.

Two Daily Trains leave Chicago from the Great Central Depot, morning and evening, upon arrival of the trains from New York, running through to Cairo, without change of cars or baggage, and making direct connections with two daily trains on the *Mobile & Ohio Railway*, for

Trenton, Tenn.,	Oxford, Miss.,	Vicksburg, Miss.,
Jackson, "	Grenada, "	Natchez, "
Memphis, "	Coffeeville, Miss.,	New Orleans, La.,
Grand Junction, Tenn.,	Canton, "	Mobile, Ala.,
Holly Springs, Miss.,	Jackson, "	Galveston, Tex.

Connections are also made at Cairo with all boats on the Ohio and Mississippi Rivers.

The trains of the Michigan Central, Michigan Southern, and Pittsburg, Fort Wayne & Chicago Railways, make direct connections with the Illinois Central Railway at Chicago.

The Northern Route from New York to New Orleans offers to passengers unrivaled inducements; the roads being smooth and well ballasted, and the whole route stocked with fine and spacious saloon cars, drawn by the best locomotive power in the country.

☞ *Elegant Sleeping-Cars are attached to all Night Trains.* Superior Eating-Houses will be found at suitable distances, where ample time will be allowed for meals.

Tickets good until used, with the privilege of stopping at any point on the route by notifying the Conductor.

The Changes on this Route are less than by any other, and are all made in Union Depot, thus saving a great annoyance and trouble to travelers.

The Time by this Route is quicker than by any other.

☞ *Through Tickets and Baggage Checks* to all important points can be obtained at all the principal Railway and Steamboat Offices throughout the United States and Canadas.

Fare as low as by any other Route.

M. Hughitt, Gen. Supt., Chicago.
W. P. Johnson, Gen. Pass. Agent, Chicago.

ILLINOIS CENTRAL RAILWAY.

President—J. M. DOUGLAS, Chicago, Ill. *Gen. Supt.*—M. HUGHITT, Chicago, Ill.
JNO. C. JACOBS, Supt. Northern Div., Amboy, Ill. A. MITCHELL, Supt. Chicago Div., Centralia, Ill.
JOS. F. TUCKER, Gen. Freight Agent, Chicago, Ill. W. P JOHNSON, Gen. Passenger Agent, Chicago, Ill.
JOHN J. SPROULL, General Agent, New York City. [*Dec.* 6.

☞ **Chicago to Centralia and Cairo—Read Down.**

Pass.	Pass.	Pass.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Pass.	Pass.	Pass.
P. M.	P. M.	A. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.	P. M.	A. M.
4 15	10 45	9 45	†9 30	9 15	0	..... **Chicago**	365	8 05	8 30	5 00	5 00	9 15
5 00	11 30	10 30	10 15	10 00	14	..... Calumet	351	7 20	7 45	4 15	4 15	8 30
5 22	11 50	10 52	10 40	10 20	24	..... Thornton	341	6 46	7 21	3 50	3 52	8 03
5 32	12 00	11 04	10 53	10 32	28	.... **Matteson**	337	6 35	7 09	3 38	3 39	7 50
5 35	12 03	11 06	10 56	10 35	29	..... Richton	336	6 31	7 06	3 35	3 36	7 46
5 47	12 16	11 18	11 10	10 47	34	..... Monee	331	6 19	6 54	3 21	3 24	7 32
6 02	12 32	11 33	11 29	11 02	40	..... Peotone	325	6 02	6 37	3 05	3 07	7 15
6 21	12 47	11 47	11 47	11 19	47	..... Manteno	318	5 45	6 21	2 47	2 51	6 56
6 50	1 11	12 12	12 15	11 44	56	..... Kankakee	309	5 20	5 58	2 22	2 27	6 30
P. M.	1 14	12 15	12 19	11 46	57	..... Sacramento	308	5 16	5 55	2 19	2 24	A. M.
	1 33	12 34	12 42	12 06	64	..... Chebanse	301	4 57	5 36	2 00	2 05	
	1 46	12 47	12 57	12 18	69	..... Clifton	296	4 43	5 24	1 46	1 52	
	1 57	12 58	1 10	12 28	73	..... Ashkum	292	4 32	5 14	1 35	1 42	
	2 10	1 09	1 22	12 39	77	..... Danforth	288	4 21	5 04	1 22	1 31	
	2 20	1 20	1 34	1 10	81	..... **Gilman**	284	4 10	4 54	1 10	1 20	
	A. M.	P. M.	1 46	1 21	85	..... Onarga	280	4 00	4 44	A. M.	P. M.	
			1 55	1 29	88	..... Spring Creek	277	3 51	4 36			
			2 12	1 42	93	..... Bulkley	272	3 37	4 23			
			2 31	1 58	99	..... Loda	266	3 21	4 09			
			2 44	2 09	103	..... Paxton	262	3 10	3 58			
			3 02	2 24	109	..... Pera	256	2 55	3 44			
			3 30	2 40	114	..... Rantoul	251	2 40	3 30			
			4 20	3 30	128	..... **Champaign**	237	1 55	2 55			
			4 47	3 55	137	..... Tolono	228	1 05	2 24			
			5 02	4 08	142	..... Pesotum	223	12 47	2 12			
			5 25	4 30	150	..... Tuscola	215	12 25	1 50			
			5 48	4 54	158	..... Okaw	207	12 04	1 30			
			6 07	5 13	164	..... Milton	201	11 47	1 14			
			6 34	6 00	173	..... **Mattoon**	192	11 25	12 50			
			6 56	6 21	179	..... Ætna	186	11 05	12 30			
			7 35	6 33	185	..... Neoga	180	10 53	12 18			
			7 56	6 54	191	..... Sigel	174	10 34	12 00			
			8 20	7 15	199	..... Effingham	166	10 14	11 40			
			8 43	7 35	206	..... Watson	159	9 55	11 21			
			9 00	7 51	212	..... Mason	153	9 40	11 06			
			9 10	8 00	215	..... Edgewood	150	9 32	10 58			
			9 36	8 24	223	..... Farina	142	9 09	10 35			
			9 55	8 41	229	..... Kinmunday	136	8 55	10 20			
			10 27	9 10	239	..... Tonti	126	8 29	9 54			
			11 05	*9 40	244	..... Odin	121	8 15	9 40			
			11 25	10 05	253	ar } **Centralia** { lv	112	7 50	9 15			
			11 40	10 30		lv }		7 30	8 55			
			11 55	10 46	259	..... Irvington	106	7 14	8 40			
			12 09	11 00	263	..... Richview	102	7 01	8 28			
			12 18	11 10	266	..... Ashley	99	6 52	8 19			
			12 37	11 30	274	..... Dubois	91	6 31	8 00			
			12 53	11 46	280	..... Tamaroa	85	6 15	7 44			
			1 16	12 10	289	..... Du Quoin	76	5 51	7 22			
			1 52	12 50	302	..... De Soto	63	5 16	6 47			
			2 10	1 08	308	..... Carbondale	57	4 59	6 31			
			2 32	1 30	317	..... Makanda	48	4 37	6 10			
			2 50	1 50	323	..... Cobden	42	4 18	5 52			
			3 05	2 07	329	..... Jonesboro	36	4 03	5 38			
			3 38	2 40	341	..... Wetaug	24	3 29	5 06			
			3 49	2 51	345	..... Ullin	20	3 18	4 57			
			4 03	3 05	349	..... Pulaski	16	3 05	4 45			
			4 14	3 17	353	..... Villa Ridge	12	2 54	4 34			
			4 25	3 25	357	..... Mounds	8	2 45	4 25			
			4 50	3 50	365	..... **Cairo**	0	2 20	‡4 00			
			P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.			

Standard of Time—*Chicago time as far as Urbana; from thence by Centralia time.*

☞ **Cairo to Centralia and Chicago—Read Up.**

* Runs daily between Odin and Cairo. † Daily, except Saturdays. ‡ Runs daily between Cairo and Odin.
All other trains daily, except Sundays. ☞ *For Connections with other Roads, &c., see page 202.*

ILLINOIS CENTRAL RAILWAY.

DUNLEITH AND CENTRALIA DIVISION.

JOHN M. DOUGLAS, President, Chicago, Ill. JOHN C. JACOBS, Supt. Northern Div., Amboy, Ill. [*Dec.* 13.

GREAT SOUTHERN & CENTRAL ROUTE, VIA **Illinois Central Railway.**—Two Daily Trains leave Chicago, Cairo, and Dunleith, morning and evening, connecting with all Lines running South and East, and West, as follows:—

At Chicago, with the Michigan Central, Michigan Southern, and Pittsburg, Fort Wayne & Chicago Railways to and from New York, Boston, Niagara Falls, Buffalo, Cleveland, Detroit, Montreal, Quebec, Portland, Philadelphia, and Baltimore.

At Cairo, with the Mobile & Ohio Railway to and from Jackson, Memphis, Grand Junction, Holly Springs, Oxford, Grenada, Canton, Jackson, Vicksburg, Natchez, New Orleans, and Mobile. Also, with the Cairo and New Orleans Railway Line of Steamers to and from all points on the Lower Mississippi River.

At Odin and Sandoval, with the Ohio & Mississippi Railway to and from St. Louis, Louisville, Cincinnati, Wheeling, Pittsburg, Philadelphia, Washington, and Baltimore.

At Mattoon and Pana, with Indianapolis & St. Louis Railway, to and from Alton, St. Louis, St Joseph, Terre Haute, Indianapolis, Pittsburg, Wheeling, Baltimore, Washington, and Philadelphia.

At Tolono and Decatur, with the Great Western (Ill.) Railway, to and from Springfield, Jacksonville, Naples, Hannibal, Quincy, St. Joseph, Lafayette, Toledo, Pittsburg, and Philadelphia.

At Gilman and El-Paso, with Toledo, Peoria & Warsaw Railway, to and from Peoria, Galesburg, Burlington, and Quincy.

At Matteson, with Joliet & Northern Indiana Railway, to and from Joliet and Lake.

At La Salle, with Chicago & Rock Island Railway, to and from Chicago, Peoria, Rock Island, Davenport, Muscatine, and Iowa City.

At Mendota, with Chicago, Burlington & Quincy Railway.

At Dixon, with Iowa Division of Chicago & Northwestern Railway.

At Freeport, with Galena Div. of Chic. & N. W., and Racine & Mississippi Railways, to and from Chicago, Elgin, Belvidere, Rockford, Beloit, Janesville, Madison, Racine, and Milwaukee.

At Warren, with Mineral Point Railway to and from Darlington and Mineral Point.

At Dunleith, with a daily line of first-class U. S. Mail Steamers to and from Prairie du Chien, Lacrosse, Hudson, Prescott, St. Paul, and St. Anthony.

At Dubuque, with Iowa Div. of Ill. Central Railway, to and from Manchester, Nottingham, Cedar Falls, and all points in Central Iowa.

Through Tickets for sale at Chicago, and the principal Stations on the Line; also, at all the principal Railway and Steamboat offices throughout the United States and the Canadas.

M. HUGHITT, Gen. Supt., Chicago.
W. P. JOHNSON, Gen. Pass. Agent, Chicago.

Going South.				Going North.		
Exp.	Mail.	Mls	STATIONS.	Mls.	Mail.	Exp.
P. M	A. M.		LEAVE ARRIVE		P. M.	A. M.
†5 00	*5 30	0	.....**Dunleith**.....	456	7 20	7 45
5 23	5 51	8	.....Menominee....	447	6 57	7 21
5 48	6 15	17	.....**Galena**.....	439	6 32	6 57
6 10	6 35	24	....Council Hill....	432	6 10	6 35
6 27	6 50	29	...Scales Mound...	426	5 53	6 20
6 53	7 14	38	....Apple River....	418	5 27	5 55
7 12	7 31	44	.....**Warren**.....	412	5 08	5 37
7 23	7 40	47	..... Nora	408	4 56	5 26
7 49	8 03	55	.....Lena.....	400	4 30	5 02
8 03	8 17	60	..... Elcroy	396	4 16	4 50
8 45	8 50	68	.....**Freeport**.....	388	3 50	4 25
9 23	9 23	80	..... Foreston	375	2 56	3 33
9 37	9 35	85	.....Haldane.....	371	2 41	3 20
9 53	9 50	90	.....Polo.....	366	2 25	3 05
10 12	10 05	96	..... Woosung	359	2 05	2 46
10 35	10 24	103	..... **Dixon**	352	1 42	2 25
11 20	11 05	115	..... Amboy	340	1 05	1 50
11 41	11 21	123	.....Sublette.....	333	12 25	1 19
12 06	12 10	131	.....**Mendota**	324	12 00	12 52
12 44	12 45	144	.... Coal Track	312	11 16	12 15
12 54	12 55	147	....**La Salle**.....	309	11 07	12 05
1 20	1 20	156	..... Tonica	299	10 41	11 38
1 51	1 52	167	.....Wenona.....	288	10 11	11 06
2 21	2 21	178	..... Minonk.....	278	9 41	10 35
2 44	2 44	186	..... Panola	270	9 19	10 13
2 53	2 53	189	..... El-Paso.....	266	9 10	10 03
3 06	3 05	193	.....Kappa.....	262	8 58	9 52
3 20	3 18	198	.... . Hudson.....	257	8 45	9 37
3 45	3 45	207	.. **Bloomington**...	248	8 20	9 12
4 16	4 17	219	.....Heyworth.....	237	7 48	8 39
4 40	4 40	225	.....**Wapella**	231	7 30	8 20
4 53	4 53	229	..... Clinton	226	6 56	7 45
5 17	5 17	238	.....Maroa.....	218	6 33	7 22
5 38	5 38	246	.....Forsyth.....	210	6 12	7 00
6 15	6 15	251	.....**Decatur**.....	205	5 55	6 45
6 47	6 42	261	.....Macon	195	5 17	6 15
7 05	6 57	266	.....Moawequa.....	189	5 00	5 56
7 28	7 17	274	.... Assumption....	182	4 37	5 34
7 55	7 41	283	.....Pana.....	172	4 00	5 05
8 19	8 00	290	..... Oconee	165	3 46	4 27
8 50	8 25	300	..... Ramsey.....	155	3 15	3 56
9 30	8 57	313	.....**Vandalia**.....	143	2 36	3 20
9 48	9 14	319	..... Shebonier.....	136	2 15	2 58
10 12	9 35	327	..... Patoka.....	128	1 50	2 34
10 40	10 00	337	..... Sandoval.....	118	1 20	2 05
11 00	10 20	343	.... **Centralia**	112	1 00	1 45
A. M.	P. M.		(*See page* 253.)		A. M.	P. M.
4 50	3 50	456	.....**Cairo**.....	0	*4 00	*2 20
P. M.	A. M.		ARRIVE LEAVE		P. M.	A. M.

* Daily, except Sundays. † Daily, except Saturdays.

STANDARD OF TIME—*From Dunleith to Wapella, Amboy Time; from Wapella to Cairo, Centralia Time.*

☞ Elegant Sleeping Cars are attached to all Night Trains. Baggage Checked to all important points.

ILLINOIS CENTRAL RAILWAY.

MARVIN HUGHITT, Gen. Supt., Chicago, Ill. J. P. FARLEY, Supt. Iowa Div., Dubuque, Iowa.

IOWA DIVISION. [*Nov.* 1.

Westward Trains. Mxd.	Westward Trains. Pass.	Mls.	STATIONS.	Mls.	Eastward Trains. Pass.	Eastward Trains. Mxd.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
8 10	10 20	0	...**Dubuque** [1]...	143	3 00	4 30
9 00	11 00	10	.....Julien.....	133	2 25	3 45
9 30	11 25	15	.....Peosta.....	128	2 00	3 20
9 50	11 45	19	.....Epworth....	124	1 40	2 55
10 15	12 15	23	.....**Farley**.....	120	1 15	2 30
10 50	12 40	29	....Dyersville....	113	12 40	1 55
11 30	1 05	37	.....Earlville.....	106	12 15	1 15
11 50	1 20	41	.....Delaware....	101	12 00	12 55
12 25	2 00	47	..**Manchester**..	96	11 40	12 25
1 05	2 20	54	....Masonville....	89	11 00	11 45
1 45	2 40	61	....Winthrop....	82	10 40	11 10
2 25	3 05	70	..Independence..	73	10 15	10 30
3 05	3 30	78	.....Jesup.....	65	9 40	9 50
3 45	3 55	87	.....Raymond....	56	9 20	9 10
4 30	4 30	93	.... Waterloo....	50	9 00	8 40
		98	C. F. & M. Junct'n	45		
5 00	5 00	98	C. F. & M. Junct'n	41	8 05	8 10
5 30	5 30	106	.... Janesville....	33	7 35	7 35
6 05	6 00	112	.... Waverley....	27	7 05	7 05
7 10	7 05	128	.....Nashua.....	11	6 00	5 50
8 00	7 50	139	..**Charles City**..	0	5 10	5 00
5 05	4 55	99	..**Cedar Falls**..	44	8 15	8 00
5 50	5 35	109	..New Hartford..	34	7 35	7 20
6 25	6 05	118	...Parkersburg...	25	7 05	6 45
6 45	6 25	123	.... Aplington....	20	6 45	6 25
7 25	7 00	132	.....Ackley.....	11	6 10	5 45
8 10	7 40	143	...**Iowa Falls**...	0	5 30	5 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Main Line of Ill. Central Railway.

DUBUQUE SOUTHWESTERN RAILWAY.

J. P. FARLEY, President and Superintendent, and D. A. McKINLAY, Secretary and Treasurer, Dubuque, Iowa. [*Oct.* 26.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
	10 20	0	...**Dubuque** [1]...	79	3 00	
	10 55	10	..... Julien.....	69	2 25	
	11 15	15	.....Peosta.....	64	2 00	
	11 40	19	.... Epworth....	60	1 35	
12 20	1 20	23	.....**Farley**.....	56	1 15	11 20
12 55	1 50	30	...Worthington..	49	11 30	10 45
1 35	2 20	37	...Sand Springs...	42	10 55	10 10
2 10	2 50	43	....Monticello....	36	10 30	9 35
2 35	3 10	47	...Langworthy...	32	10 05	9 10
3 15	3 45	54	.....Anamosa.....	25	9 30	8 35
4 15	4 25	61	.....Viola.....	18	8 50	7 35
4 45	4 45	65	... Springville...	14	8 30	7 15
5 25	5 15	73	.....Marion.....	6	7 55	6 35
6 00	5 40	79	**Cedar Rapids** [2]	0	7 30	6 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M

[1] Connects with Illinois Central Railway.
[2] Connects with Chicago & North-Western Railway.

Chicago, Hyde Park and Oakwoods Trains.

Trains leave Central Depot, Chicago, for Car Works, Weldon, Fairview, Oakland, Kenwood, Hyde Park, Woodville, Wood Lawn, and Oakwoods, at 6 20 a. m., and 12 10, 3 00, 4 15 & 6 10 p.m.

Returning, leave Oakwoods for Chicago at 7 05 a.m., and 12 55, 4 23 & 6 53 p.m.

MINERAL POINT RAILWAY.

G. W. COBB, Supt. and Sec., Mineral Point, Wis.

Trains leave Mineral Point for Calamine, Darlington, River Side, and Warren, at 7 a. m. and 2 15 p. m.

Leave Warren for Mineral Point at 10 00 a. m. and 5 30 p. m. Distance, 32 miles.

Connects at Warren with Illinois Central R'way.

TOLEDO, PEORIA & WARSAW RAILWAY.

CHAS. L. FROST, Pres., N. Y. City. W. H. CRUGER, Vice-Pres.; THEO. HIGBIE, Treas.; H. F. CLARK, Gen. Supt.; D. K. SMITH, Asst. Supt.; W. E. MAIN, Gen. Tkt. Agt., Peoria, Ill. [*Nov.* 29.

Mail.	Exp.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
12 40	1 35	0	..**State Line** [1]..	227	2 10	1 45
12 45	1 40	2	.....Sheldon.....	225	2 05	1 40
1 07	2 05	11	.....Watseka.....	216	1 45	1 15
1 43	2 40	25	.....**Gilman** [2]....	202	1 10	12 40
2 13	3 10	35	.....Brenton.....	192	12 40	12 10
2 33	3 30	40	....Chatsworth...	187	12 20	11 50
2 51	3 49	47	.... Forrest.....	180	12 01	11 31
3 26	4 04	52	....Fairbury....	175	11 46	11 15
3 54	4 33	63	....**Chenoa** [3]....	164	10 57	10 46
4 12	4 53	71	.....Gridley.....	156	10 39	10 25
4 32	5 14	78	....**El Paso** [4]...	149	10 19	10 04
4 53	5 36	85	.....Secor.....	142	9 58	9 42
5 13	5 57	92	.....Eureka.....	135	9 38	9 21
5 20	6 04	94	.....Cruger.....	133	9 31	9 14
5 34	6 20	99	...Washington....	128	9 16	8 58
6 18	7 02	111	.....**Peoria** [5]....	116	8 42	8 23
6 48	7 27	119	.....Hollis.....	108	8 07	7 45
6 59	7 36	122	.... Mapleton....	105	7 58	7 31
7 13	7 47	127	.....Glascoe.....	100	7 47	7 13
8 13	8 47	139	..... Canton.....	88	7 04	6 33
8 36	9 10	149	..... Cuba.....	78	6 21	5 50
9 03	9 37	158	.....Seville.....	69	5 54	5 23
9 30	10 04	165	.New Philadelphia.	62	5 27	4 56
9 49	10 23	171	...**Bushnell** [6]...	56	5 08	4 37
10 21	10 55	183	....Clarksville....	44	4 36	4 05
10 52	11 26	195	.... La Harpe....	32	4 05	3 34
11 46	12 20	216	.....Elvaston.....	11	3 11	2 40
12 14	12 50	222	...East Keokuk...	5	2 53	2 22
12 40	1 15	227	....**Warsaw**....	0	2 18	1 47
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Col., Chic. & Indiana Cen. Railway.
[2] Connects with Chic. Br. of Illinois Central R'way.
[3] Connects with Chicago & Alton Railway.
[4] Connects with Illinois Central R'way (Main Line).
[5] Connects with Peoria, P. & Jacksonville R'way.
[6] Connects with Chicago, Bur. and Quincy Railway.

KENTUCKY CENTRAL RAILWAY.

Q. A. Keith, President; Hon. Geo. H. Pendleton, Vice-Pres.; H. J. Lewis, Asst. Supt.; Wm. Ernst, Treas.; and H. P. Ransom, Sec. and Gen. Ticket Agent, Covington, Ky. [*Nov.* 1.

TWO DAILY TRAINS EACH WAY.

The *Morning Train* leaves the Covington Depot at 6 00 A. M., stopping at all regular stations and flag-stations when flagged, and arriving at Lexington at 11 08 A. M.

Returning—Leaves Lexington at 1 00 P. M., and arrives at Covington at 6 00 P.M.

Passengers by the 6 00 A. M. train from Covington connect with Stage Lines at Cynthiana for Millersburg and Carlisle; at Paris, with Stage Lines to Maysville, Millersburg, Carlisle, Sharpsburg, Blue Licks, Winchester, Mount Sterling, and Georgetown; at Nicholasville, with Stage Lines to Lancaster, Crab Orchard, Stanford, Danville, Richmond, Winchester, Harrodsburg, Perrysville, Springfield, Bardstown, Glasgow, Lebanon, Greensburg, Versailles, Estel Spring, New Market, Saloma, Campbellsville, Monroe Blue, Spring Grove, Rogersville, Kingston, London, Barboursville, Cumberland Gap, Tazewell, and Bean's Station.

Passengers by this train go directly on to Knoxville and Nashville, Tenn., and Somerset, Ky., by Daily Stage Lines.

Railway Connections are the numerous Railways diverging from Cincinnati, opposite Covington, and the Louisville & Lexington Railway at Lexington.

Covington to Nicholasville.					Nicholasv. to Covington.		
Acc.	Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.	Acc.
P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	A.M.
4 45	2 00	6 00	0	...**Covington**...	112	10 50	6 00	8 55
5 06	2 17	6 17	7	....Culbertson....	105	10 32	5 42	8 33
5 26	2 33	6 32	12	.....Ryland.....	100	10 15	5 26	8 12
5 33	2 39	6 38	14	.....Canton.....	98	10 09	5 20	8 06
5 44	2 49	6 48	18	.....**Benton**.....	94	9 59	5 10	7 54
5 54	2 57	6 56	21	.....Mullins.....	91	9 51	5 03	7 44
6 07	3 09	7 08	25	...Demossville...	87	9 39	4 51	7 31
6 28	3 25	7 24	28	.....Butler.....	84	9 27	4 40	7 19
6 38	3 33	7 33	31	..... Boston.....	81	9 13	4 27	7 00
6 44	3 38	7 38	32	.....Irving.....	80	9 08	4 22	6 54
6 56	3 47	7 47	35	.....Catawba.....	77	8 58	4 12	6 43
7 10	4 00	8 00	39	...**Falmouth**...	73	8 46	4 00	6 30
	4 13	8 12	43	....Livingood....	69	8 33	3 48	
	4 22	8 22	47	.....Morgan.....	65	8 22	3 39	
	4 35	8 36	51	.....**Boyd**.....	61	8 09	3 26	
	4 42	8 43	53	.....Berrys'.....	59	8 01	3 18	
	4 51	8 53	56	.... Robinson	56	7 52	3 09	
	4 58	9 00	59	.....Garnett.....	53	7 45	3 02	
	5 15	9 16	66	...**Cynthiana**...	46	7 29	2 45	
	5 27	9 28	69	.....Lair.....	43	6 57	2 28	
	5 40	9 41	73	.... Shawhan.....	39	6 44	2 15	
	5 45	9 46	74	.....Kiser.....	38	6 39	2 09	
	6 06	10 07	80	.....**Paris**.....	32	6 22	1 52	
	6 27	10 27	88	...Hutchinson....	24	6 02	1 32	
	6 35	10 35	91	.....Lowe.....	21	5 55	1 25	
	7 00	11 08	99	...**Lexington**...	13	5 30	1 00	
		11 33	106	...Providence...	6		12 25	
		11 49	112	.**Nicholasville**.	0		12 09	
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	A.M.

ROCK ISLAND & PEORIA RAILWAY.

P. L. Cable, President, and R. R. Cable, Supt., Rock Island, Ill. [*Jan* 14.

Trains leave Rock Island for Camden and Coal Valley at 7 00 a. m. and 1 00 p. m. Returning, leave Coal Valley at 10 00 a.m. and 4 00 p.m. Distance, 12 mls.

Trains make close connections with the Chicago, Rock Island & Pacific Railway.

BARCLAY RAILWAY & COAL COMPANY.

John Ely, Pres., Elmira, N. Y.
James Macfarlane, Supt., Towanda, Pa.

This road runs from the North Branch Penn. Canal, Towanda, to the Company's mines, at Barclay, 16 miles. Principal business is coal carrying.

A Passenger Car leaves Towanda for Barclay at 7 00 A. M. Returning, leaves Barclay at 4 00 P. M.

LEAVENWORTH, LAWRENCE & GALVESTON RAILWAY.

John B. Vliet, Supt., Lawrence, Kan.

A train leaves Lawrence for Baldwin City and Ottawa at 1 30 p. m. Leaves Ottawa for Lawrence at 6 30 a. m. Distance, 27 miles.

Connects at Baldwin City for Paoli, Mound City, and Fort Scott. At Ottawa, with stages to Iola, &c.

IRON RAILWAY.

C. Ellison, Pres.; P. Scott, Supt.; S. Richards, Gen. Frt. & Tkt. Agt., Ironton, O. [*May* 1.

Trains leave Ironton for La Grange, Vesuvius, Pine Grove, Etna, Lawrence Furnace, Bartles', and Center, at 7 00 A. M. and 1 00 & 5 00 P. M.

Returning, leave Center for Ironton at 9 00 A. M. and 3 00 & 6 00 P. M.

Distance, 13 miles. Fare, 30 cents.

NEW LISBON RAILWAY.

J. G. Chamberlain, Supt., Leetonia, Ohio.

Trains leave Leetonia for Franklin, Long's, Teegarden's, and New Lisbon at 10 15 a.m. and 2 30 p.m.

Returning, leave New Lisbon for Leetonia at 11 05 a. m. and 3 40 p. m.

Connects at Leetonia with Pittsburg, Ft. Wayne & Chicago Railway. [*May* 25.

ST. LOUIS, VANDALIA & TERRE HAUTE RAILWAY.

R. B. Lewis, Consulting Eng. and Gen. Supt.
Chas. Latimer, Asst. Supt.

A train leaves East St. Louis for Highland at 4 15 p. m. Leave Highland for E. St. Louis at 7 00 a. m. Distance, 34 miles.

JEFFERSONVILLE, MADISON & INDIANAPOLIS RAILWAY.

DILLARD RICKETTS, President, Indianapolis, Ind. HORACE SCOTT, Gen. Supt.; J. H. MCCAMPBELL, Treas.; JAMES FERRIER, General Ticket Agent, Jeffersonville, Ind. THOMAS CARSE, General Freight Agent, Louisville, Ky. [*Nov.* 22.

MADISON BRANCH.

A. B. CULVER, Supt., Madison, Ind.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
5 00	0	...**Madison**...	45	3 45
5 28	2	.North Madison.	43	3 15
5 50	8	....Bright's....	37	2 57
6 12	14	....Dupont. ...	31	2 38
6 30	19	....Butler's....	26	2 20
6 40	22	.... Vernon	23	2 10
6 50	24	**North Vernon**	21	2 02
7 03	28	..Queensville...	17	1 46
7 15	31	.....Scipio.....	14	1 35
7 25	34	..Rock Creek..	10	1 23
7 40	38	.Elizabethtown.	7	1 08
8 05	45	.. **Columbus**..	0	1 00
A. M.		ARRIVE LEAVE		P. M.

COLUMBUS & SHELBY AND SHELBY & RUSH TRAINS.

Mail.	Mls.	STATIONS.	Mls.	Mail.
P. M.		LEAVE ARRIVE		A. M.
1 00	0	.. **Columbus**..	65	10 50
1 20	6	....Clifford.....	59	10 40
1 32	10	....St. Louis....	55	10 25
1 52	16	..Lewis Creek..	49	10 00
2 05	20	...St. John's...	45	9 45
2 20	24	...Shelbyville...	41	9 30
2 45	29	.....Barnes	36	9 07
3 07	34	.....Manilla	31	8 45
3 16	36	.....Homer.....	29	8 35
3 50	44	.. **Rushville**...	21	8 00
4 30	55	... Falmouth....	10	7 10
5 00	65	**Cambridge C.**	0	6 30
P. M.		ARRIVE LEAVE		A. M.

Louisville to Indianapolis. | Indianapolis to Louisville.

Exp.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.	Acc.
P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	A. M.
†8 15	*1 55	4 30		. .**Louisville**...		8 00	4 45	2 30
8 45	2 25	5 00	0	.**Jeffersonville** [1]	108	7 30	4 15	1 50
9 07	2 47	5 20	9	....Sellersburg....	99	7 10	3 47	1 27
9 25	3 05		15	.....Memphis.....	93	6 55	3 26	1 10
9 35	3 15		19	....Henryville....	89	6 45	3 15	1 00
9 55	3 35	6 00	26	.....Vienna	82	6 27	2 58	12 39
10 10	3 50	6 15	31	....Marshfield....	77	6 15	2 45	12 25
10 16	3 55		33	..... Austin	75	6 10	2 38	12 16
10 26	4 07	6 30	37	.. Crothersville ..	71	6 00	2 29	12 06
10 32	4 11		39	.....Retreat.....	69		2 24	12 00
10 42	4 20		42	.... Langdon's....	66		2 15	11 50
10 50	4 31		46	... Farmington...	62		2 05	11 36
11 15	4 45	7 15	49	...**Seymour** [2]...	59	5 29	1 55	11 30
11 40	5 07	7 37	56	.... Jonesville....	52	5 10	1 15	11 10
11 53	5 17	7 46	60	...Waynesville...	58		1 04	11 00
12 00	5 23	7 51	62	....Walesboro' ...	46		12 57	10 54
12 15	5 35	8 15	67	...**Columbus** [3]..	41	4 40	12 45	10 43
	5 42	8 23	70	..... Lowell	38		12 35	10 34
12 35	5 50	8 30	73	....Taylorsville...	35		12 25	10 26
12 45	6 01	8 40	77	...**Edinburg** ...	31	4 11	12 14	10 16
1 01	6 15	8 55	83	.....Amity.....	25		11 58	10 02
1 15	6 28	9 07	88	.... Franklin	20	3 44	11 45	9 50
1 30	6 43	9 20	93	....Wheatland....	15		11 30	9 37
		9 25	97	...Worthsville ...	11		11 22	9 30
1 43	6 55	9 31	98	....Greenwood....	10	3 15	11 16	9 25
		9 40	101	.... Southport....	7		11 08	9 15
2 15	7 25	10 00	108	. **Indianapolis** [4].	0	2 45	10 45	8 55
A. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	A. M.	P. M.

* Runs daily. † Daily, Saturdays and Sundays excepted. Other trains daily, Sundays excepted.

[1] Steamers to river ports. [2] Crossing of Ohio & Miss. Railway.
[3] Junction of Madison Branch.
[3] Junction of Columbus & Shelby Branch.
[4] Connects with Railways diverging from Indianapolis.

KALAMAZOO, ALLEGAN & GRAND RAPIDS RAILWAY.

RANSOM GARDNER, Pres.; GEO. GOSS, Supt.; GEO. DAVIS, Gen. Freight and Tkt. Agent; and C. W. CALKINS, Cashier, Kalamazoo, Mich. [*Dec.* 1.

Going North. | Going South.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
3 20	8 00	0	..**Kalamazoo** [1]..	25	12 15	6 15
3 35	8 20	6	..... Cooper	19	11 50	5 55
3 50	8 30	9	...Silver Creek...	16	11 35	5 40
4 05	8 45	12	....Plainwell [2]....	13	11 20	5 20
4 20	9 10	15	.....Otsego.....	10	11 00	5 00
4 45	9 35	20	..... Watson	5	10 35	4 35
5 10	10 00	25	....**Allegan** [3]....	0	10 10	4 10
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Michigan Central Railway.
[2] Stages to Grand Rapids.
[3] Stages to Saugatuck and Holland.

ST. JOSEPH VALLEY RAILWAY.

RANSOM GARDNER, Pres. and Supt.; and GEO. DAVIS, Gen. Freight and Ticket Agent, Kalamazoo, Mich. [*Dec.* 1.

Going South. | Going North.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 50	7 30	0	..**Kalamazoo** [1]..	36	11 00	5 55
4 10	7 50	6	..... Portage	30	10 30	5 35
4 40	8 10	12	....Schoolcraft....	24	10 00	5 15
4 55	8 25	16	....Flowerfield ...	20	9 35	4 55
5 05	8 35	20	.... Parkville	16	9 05	4 35
5 40	8 55	24	.. Three Rivers ..	12	8 55	4 25
6 30	9 35	32	... Constantine...	4	7 55	3 55
6 50	9 45	36	**White Pigeon** [2]	0	7 30	3 35
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Michigan Central Railway.
[2] Connects with Michigan Southern & Northern Indiana Railway.

LOUISVILLE, CINCINNATI AND LEXINGTON RAIL ROADS & CONNECTIONS.

ABOVE the traveler will see the new map of the Louisville, Cincinnati and Lexington Railways, heretofore known as the Louisville & Frankfort and Lexington & Frankfort Railways. As will be perceived by the above map, this road is in the course of construction from La Grange to Cincinnati, and will be completed by April, 1869, bringing Louisville and Cincinnati within 106 miles of each other by rail, a four hours' run.

This road passes through a most beautiful and fertile portion of Kentucky, and will be, when completed, a first-class road in every respect.

LOUISVILLE, with a population of (100,000) one hundred thousand, and rapidly increasing, is fast taking rank with the great cities of the West; her natural advantages—being situated at the Falls of the Ohio, with its great water-power as yet undeveloped—must in a few years make her the great manufacturing city of the South-West, as she is now commercially so. The city is noted for its railroad connections, street railroads, good hotels, splendid residences, numerous and successfully managed public schools, her many fine churches, the well known hospitality of her citizens, and every thing that tends to make a great and growing city.

LOUISVILLE, CINCINNATI AND LEXINGTON RAILWAYS.

(Late Louisville & Frankfort and Lexington & Frankfort Railways.)

W. A. Dudley, Pres., Lexington, Ky. Sam. Gill, Supt., and Henry Steffee, Gen. Ticket and Freight Agent, Louisville, Ky.

Standard of Time—Clock in Depot at Louisville. [*Oct.* 4.

Louisville to Lexington. Read Downward.					STATIONS.	Lexington to Louisville. Read Upward.				
Acc. *No.* 5.	Pass. *No.* 3.	Pass. *No.* 1.	Fares.	Miles.		Miles.	Fares.	Pass. *No.* 2.	Pass. *No.* 4.	Acc. *No.* 6.
P. M.	P. M.	A. M.			LEAVE ARRIVE			A. M.	P. M.	A. M.
4 45	2 30	6 00		0	.....**Louisville** [1]....	94		11 00	7 00	8 10
5 05	2 48	6 18	25	4	.....Fair Grounds.....	90		10 41	6 42	7 49
			25	5	.....Gilman's.....	89				
5 15			30	7	.....Woodlawn.....	87				7 40
			35	9	.....Ormsby's.....	85				
5 35	3 12	6 42	50	12	.... **Anchorage**	82		10 19	6 20	7 24
5 44	3 18	6 48	60	14	.....O'Bannon's	80		10 12	6 13	7 17
5 52			70	16	..... **Smith's**	78				7 08
6 01	3 30	7 00	75	18	.....Baird's.....	76		10 00	6 01	7 00
6 17	3 44	7 14	1 00	23	.....Buckner's.....	71		9 45	5 47	6 38
6 30	3 54	7 24	1 15	27	.....**La Grange**.....	67		9 33	5 35	6 25
P. M.	4 07	7 38	1 40	32	.....Jericho	62		9 18	5 20	A. M.
	4 15	7 46	1 50	35	.....Smithfield.....	59		9 10	5 11	
	4 32	8 02	1 75	40	.....**Eminence**.....	54		8 54	4 56	
	4 45	8 14	1 90	44	.....Pleasureville.....	50		8 43	4 45	
			2 00	46	.....Cropper's	48				
	4 58	8 29	2 15	49	....Christiansburg....	45		8 29	4 31	
	5 05	8 35	2 25	53	.....Bagdad.....	42		8 19	4 22	
	5 16	8 46	2 40	56	....North Benson.....	38		8 04	4 04	
	5 27	8 57	2 60	60	..... Benson	34		7 50	3 50	
	5 50	9 20	2 85	65	.....**Frankfort**.....	29		7 33	3 33	
	6 10	9 40	3 00	70	.....Junction.....	24		7 10	3 10	
	6 17	9 47	3 15	73	.....Ducker's.....	21		7 03	3 03	
	6 25	9 55	3 25	76	....Spring Station....	18		6 55	2 55	
	6 38	10 08	3 45	80	.....**Midway**.....	14		6 42	2 42	
	6 49	10 19	3 60	83	..... Payne's.....	11		6 30	2 30	
	7 00	10 30	3 75	87	.....Yarnallton.....	7		6 20	2 20	
	7 20	10 50	4 00	94	.....**Lexington** [2].....	0		6 00	2 00	
	P. M.	A. M.			ARRIVE LEAVE			A. M.	P. M.	

[1] Connects with Louisville & Nashville, N. Albany & Chicago, and Jefferson, Mad. & Indianap. Railways.
[2] Connects with Kentucky Central Railway.

FALL ARRANGEMENT.

On and after Monday, October 4th, 1868, Trains will run daily (Sundays excepted) as follows:—

No. 1.—Leaves Louisville at 6 00 A. M., stopping at all regular stations, and arrives at Lexington at 10 50 A. M., connecting at Christiansburg with stages for Shelbyville; at Frankfort, with stages for Lawrenceburg, Salvisa, Danville, and Harrodsburg; at Midway, with stages for Versailles; at Payne's, with stages for Georgetown; and at Lexington, with Kentucky Central Railway for Paris, Falmouth, Covington (opposite Cincinnati), and Nicholasville—there with stages for Bryantsville, Danville, Lancaster, Crab Orchard, Stanford, and Harrodsburg: also with stages at Lexington for Winchester, Mount Sterling, and Richmond.

No. 4.—Leaves Lexington at 2 00 P. M., stopping at regular stations, and arrives at Louisville at 7 00 P. M., connecting at Payne's with stage for Georgetown, at Midway with stage for Versailles, and at Christiansburg with stage for Shelbyville.

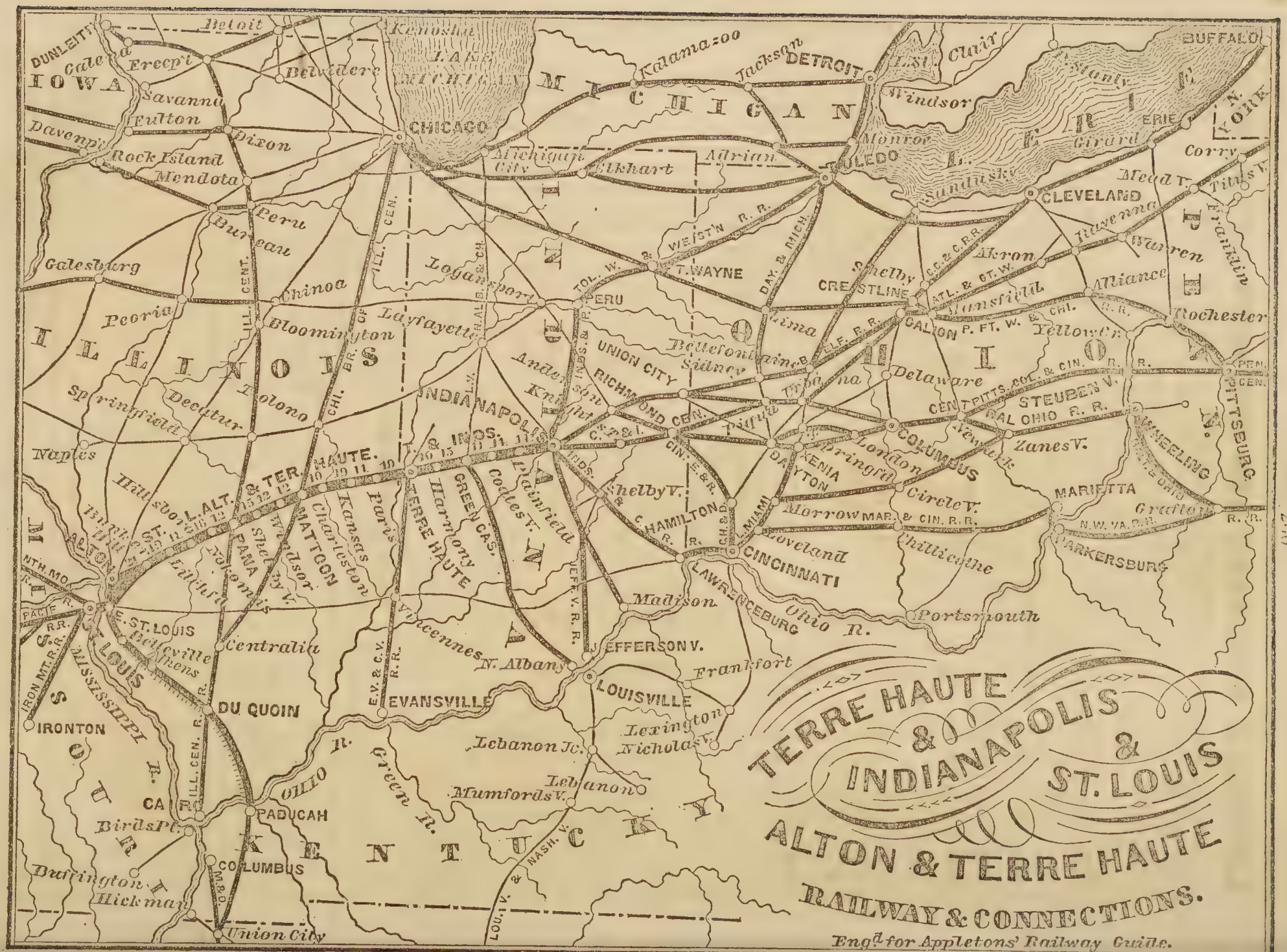
No. 3.—Leaves Louisville at 2 30 P. M., stopping at all regular stations, and arrives at Lexington at 7 20 P. M., connecting at Christiansburg with stage for Shelbyville, and at Midway with stage for Versailles.

No. 2.—Leaves Lexington at 6 00 A. M., stopping at regular stations, and arriving in Louisville at 11 00 A. M., connecting with Louisville & Nashville, Jeffersonville, Madison & Indianapolis, and Louisville, New Albany & Chicago Railways for all cities and towns Northwest, West and South.

☞ About four per cent. added to printed rates of Fares when Travelers neglect to purchase Tickets.

For further information, please call at the principal office, corner of Brook and Jefferson Streets, Louisville, Ky.

Samuel Gill, *Superintendent.*


TERRE HAUTE & INDIANAPOLIS & ST. LOUIS
ALTON & TERRE HAUTE
RAILWAY & CONNECTIONS.
Engd for Appletons' Railway Guide.
IOWA
ILLINOIS
INDIANA
OHIO
MICHIGAN
KENTUCKY
MISSOURI
CHICAGO
DETROIT
TOLEDO
CLEVELAND
BUFFALO
INDIANAPOLIS
TERRE HAUTE
ALTON
E. ST. LOUIS
ST. LOUIS
CINCINNATI
COLUMBUS
DAYTON
SPRINGFIELD
LOUISVILLE
EVANSVILLE
PADUCAH
CAIRO
DU QUOIN
IRONTON
MARIETTA
PARKERSBURG
WHEELING
PITTSBURG
ROCHESTER
ROCK ISLAND
DAVENPORT
PEORIA
BLOOMINGTON
LAFAYETTE
LOGANSPORT
FT. WAYNE
ELKHART
MICHIGAN CITY
KENOSHA
BELOIT
DUNLEITH
GALESBURG
SPRINGFIELD
DECATUR
TOLONO
NAPLES
HUTSONVILLE
ALTAMONT
MATTOON
CHARLESTON
PARIS
VINCENNES
N. ALBANY
JEFFERSONV.
MADISON
LAWRENCEBURG
FRANKFORT
LEXINGTON
LEBANON
MUMFORDSV.
LEBANON JC.
NICHOLASV.
CENTRALIA
BELLEVILLE
BIRDS PT.
DUNCANSON
HICKMAN
UNION CITY
COLUMBUS
PORTSMOUTH
CIRCLEV.
ZANESV.
LONDON
SHELBYV.
CODLESV.
HARMONY
GREENCAS.
PANA
SHELBYV.
NAPOLEONS
LITHIA
PINE BLUFF
ALTON
NTH. MO.
PACIFIC R.
IRON MT. R.R.
S.W. R.R.
ILL. CEN. R.R.
MISSISSIPPI R.
OHIO R.
GREEN R.
LAKE MICHIGAN
LAKE ERIE
LAKE HURON
LAKE SUPERIOR
LAKE ST. CLAIR
LAKE SANDUSKY
LAKE ERIE
ERIE
GIRARD
CORRY
MEAD V.
TITUSV.
WARREN
RAVENNA
AKRON
ALLIANCE
MANSFIELD
CRESTLINE
SHELBY
CALION
ATL. & GT. W.
C.C.C. & C.R.R.
P. FT. W. & CHI.
YELLOW CR.
ROCHESTER
PITTSBURG
STEUBEN V.
ZANESV.
WHEELING
MARIETTA
GRATIOTA
PARKERSBURG
PITTS. COL. & CIN. R.R.
CENT. OHIO R.R.
N.W. VA. R.R.
PEN. CEN.
WEST'N R.R.
DAY. & MICH.
TOL. W.
ILL. CEN.
CHI. BR. OF ILL. CEN.
ALT. & T.H. BR.
T. & I. BR.
T. & I.
CIN. E. & R.R.
CIN. & R.R.
CH. & D.
L. MIAMI
MAR. & CIN. R.R.
CIN. & R.R.
RICHMOND CEN.
UNION CITY
BELLEFONTAINE & S.
SIDNEY
URBANA
DELAWARE
LIMA
ANDERSON
KNIGHTSTOWN
PLAINFIELD
JEFF. V. R.R.
E.V. & C.V. R.R.
LOU. V. & NASH.
CAIRO & V.
CAIRO & C.
MO. & O.
ILL. CENT.
RAL. & CH.
L.V.
CHI.
BR. OF ILL.
CEN.

TERRE HAUTE & INDIANAPOLIS,
AND
INDIANAPOLIS & ST. LOUIS RAILWAYS.

Terre Haute & Indianapolis Railway.—W. R. McKeen, Pres., Terre Haute, Ind. Chas. R. Peddle, Supt., Terre Haute, Ind. John E. Simpson, Asst. Supt., Indianapolis, Ind. R. A. Morris, Secretary and Gen. Ticket Agent, Terre Haute, Ind. [*Nov.* 28.

Indianapolis & St. Louis Railway.—Gen. T. A. Morris, President. Indianapolis, Ind. J. D. Herkimer, Gen. Supt., St. Louis, Mo. Ed. King, Sec. and Treas., Indianapolis, Ind. T. C. Spooner, Gen. Freight Agent, St. Louis, Mo. John S. Garland, Gen. Pass. Agent. [*Nov.* 22.

CONNECTIONS.

[1] *Railways diverging from Indianapolis:*— Indianapolis & Madison; Peru & Indianapolis; Bellefontaine Railway Line; Lafayette & Indianapolis; Indiana Central; Jeffersonville; Indianapolis & Cincinnati; and Terre Haute & Richmond.

[2] Crossing of Louisville, New Albany & Chicago R. R.

[3] Connects with Evansville & Crawfordsville R. R.

[4] Connects with Chicago Br. of Illinois Central R. R.

Connects with main line of Illinois Central Railway.

* Alton and Junction Branch.

Trains leave Alton (to connect with main line) at 9 00 A.M., and 3 30 & 5 45 P.M.

Arrive at Alton from Junction at 7 00 A.M., and 1 40 & 7 15 P.M.

BELLEVILLE BRANCH

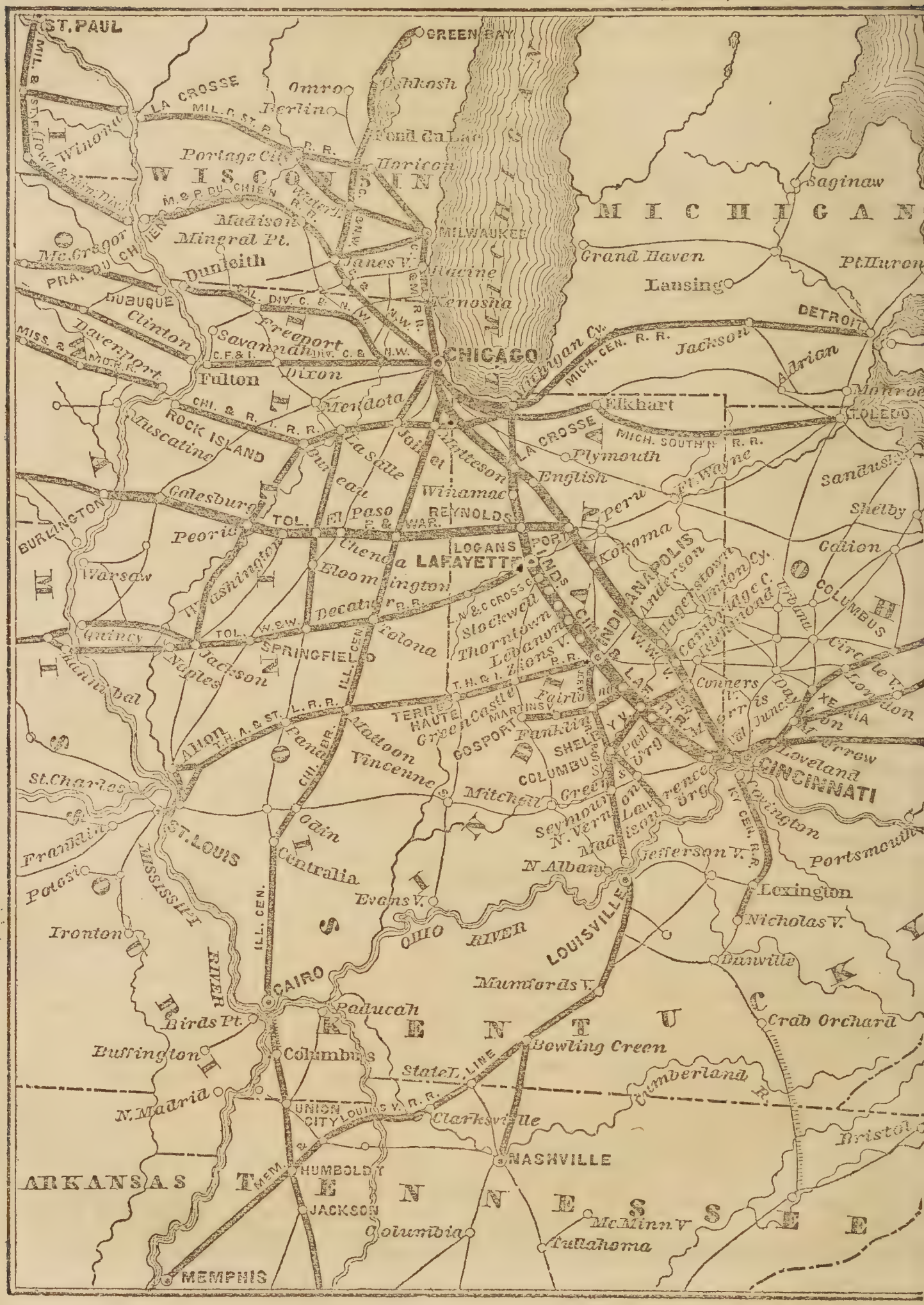
OF ST. L., A. & T. H. R.R. CO.

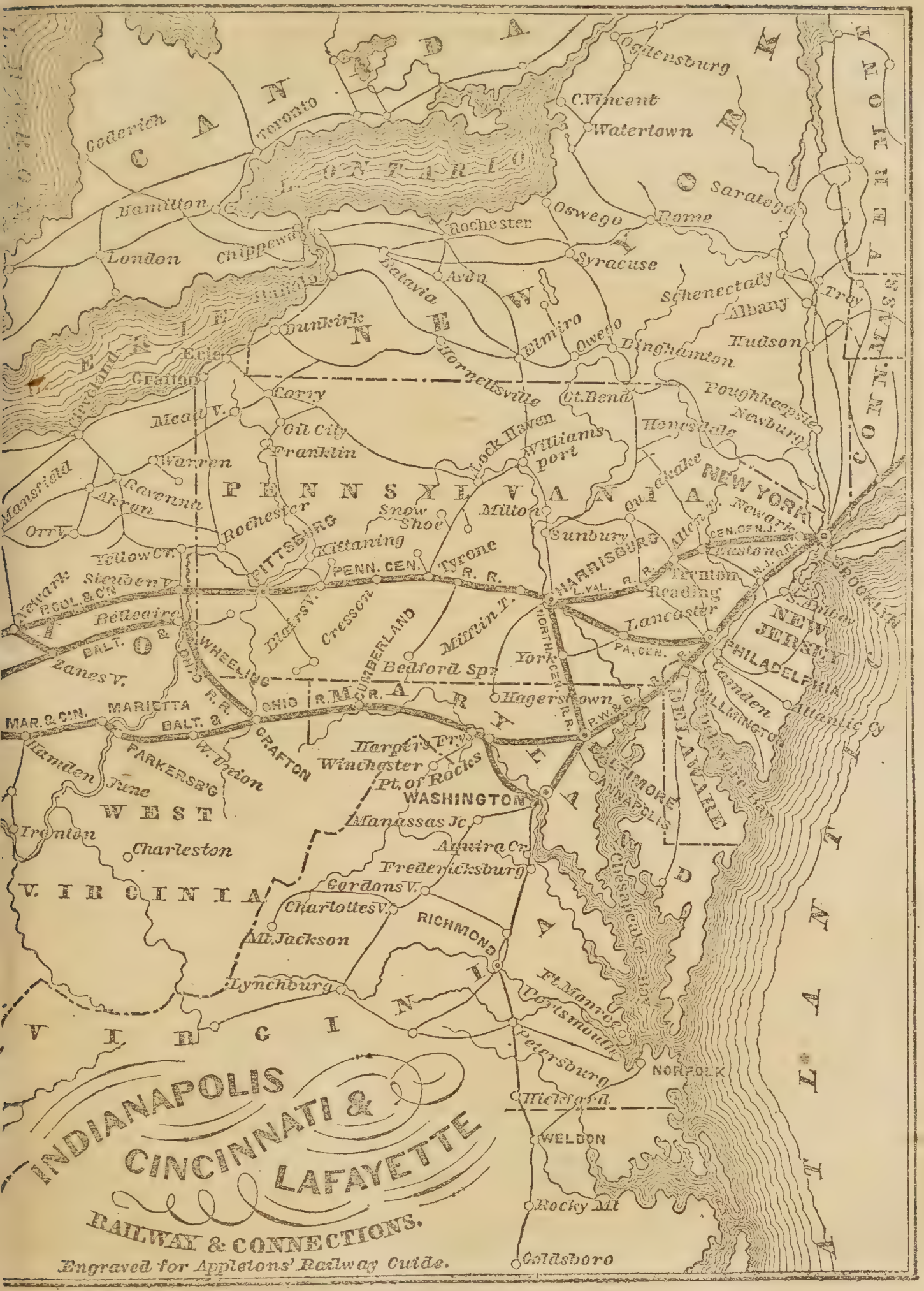
Trains leave Belleville for East St. Louis and way stations, at 7 00 & 10 45 A.M., and 4 00 P.M.; arrive at St. Louis at 8 00 & 11 55 A.M., and 5 05 P.M.

Returning, leave East St. Louis at 8 30 A.M., and 1 15 & 5 30 P.M., arriving at Belleville at 9 30 A.M. and 2 25 & 6 35 P.M.

Distance, 14 miles. Fare, 50 cents.

Indianapolis to St. Louis.				Mls.	STATIONS.	Mls.	St. Louis to Indianapolis.			
Exp.	Exp.	Exp.	Exp.		LEAVE ARRIVE		Exp.	Fast.	Mail.	Acc.
P.M.	P.M.	A.M.	A.M.				P.M.	A.M.	A.M.	P.M.
9 05	1 25	9 20	3 50	0	..**Indianapolis** [1]..	262	7 15	12 50	10 00	6 25
9 15	1 35	9 30	4 00	3	.....Fairview.....	259	7 06	12 41	9 49	6 15
9 25	1 47	9 39	4 10	9	.....Bridgeport.....	253	6 58	12 33	9 39	6 05
9 32	1 55	9 46	4 17	13	.....Oakplain	249	6 52	12 27	9 28	5 56
9 36	1 58	9 49	4 20	14	..... Plainfield	248	6 50	12 25	9 26	5 53
9 44	2 06	9 56	4 26	17	.....Cartersburg....	245	6 44	12 19	9 16	5 44
9 49	2 11	10 01	4 30	19	..... Belleville	243	6 39	12 14	9 10	5 38
9 54	2 15	10 00	4 33	20	.....Clayton.....	242	6 37	12 12	9 05	5 35
10 04	2 27	10 16	4 41	25	..... Amo	237	6 29	12 04	8 52	5 22
10 11	2 35	10 23	4 47	28	.... Coatesville	234	6 24	11 59	8 45	5 14
10 21	2 46	10 33	4 56	33	.....Fillmore.....	229	6 16	11 51	8 34	5 03
10 39	3 05	10 52	5 15	39	.. **Greencastle** [2]..	223	6 05	11 40	8 20	4 49
10 46	3 12	10 59	5 22	40	.....Junction.....	222	5 55	11 30	8 09	4 38
10 53	3 19	11 06	5 29	44	.....Hamrick's.....	218	5 47	11 22	7 59	4 27
11 01	3 27	11 14	5 35	47	.....Reelsville.....	215	5 40	11 15	7 49	4 18
11 10	3 34	11 20	5 40	50	.....Eagles.....	212	5 35	11 10	7 42	4 11
11 16	3 42	11 28	5 47	54	..... Harmony	208	5 29	11 04	7 35	4 04
11 19	3 47	11 32	5 50	55	.....Weaver's.....	207	5 26	11 01	7 30	3 59
11 24	5 54	11 38	5 56	57	..... Brazil.....	205	5 22	10 57	7 27	3 54
11 29	3 59	11 43	6 01	59	..... Newburg	203	5 16	10 51	7 19	3 46
11 32	4 05	11 48	6 04	61	.....Staunton.....	201	5 13	10 48	7 14	3 42
11 35	4 11	11 52	6 07	63	.... Cloverland	199	5 09	10 44	7 07	3 36
11 40	4 18	11 57	6 12	65	.....Seelyville.....	197	5 06	10 41	7 02	3 31
11 57	4 35	12 15	6 30	73	arr { **Terre** } lve	189	4 50	10 25	6 45	3 15
12 01	4 45	12 20	6 40		lve { **Haute** [3] } arr		4 45	10 20	3 35	P. M.
				77	.....St. Mary's.....	185				
				81	.....Sandford's... .	181				
12 52	5 43	1 14	7 35	92	..... **Paris**	170	3 52	9 33	2 43	
				97	...Walnut Grove...	165				
				100	..... Dudley	162				
				106	.....Kansas.....	156				
				110	.....Ashmore.....	152				
1 57	7 00	2 48	8 46	119	.....Charleston.....	143	2 43	8 33	1 25	
2 27	7 30	3 20	9 18	129	.....**Mattoon** [4]....	133	1 59	8 07	12 55	
	P. M.			135	.....Summit.....	127				
				141	..... Windsor.....	121				
3 27		4 20	10 17	153	.....Shelbyville.....	109	12 56	7 13	11 14	
				157	..Robinson Creek..	105				
4 11		5 08	11 04	168	.....**Pana** [5].....	94	12 14	6 37	10 27	
				172	.....Rosamond.....	90				
4 43		5 48	11 38	180	..... Nokomis	82	11 38	6 06	9 46	
				190	.....Irving.....	72				
5 22		6 28	12 19	196	.....Hillsboro'	66	11 01	5 16	9 03	
				199	.....Butler.....	63				
5 55		7 02	12 54	207	.... **Litchfield**....	55	10 32	4 51	8 28	
				217	.....Gillespie	45				
7 00		8 10	1 58	226	....Bunker Hill....	36	9 38	4 06	7 25	
				237	.....Bethalto.....	25				
				242	...Alton Junction...	20				
8 03		9 10	3 00	247	arr...**Alton** *...lve		8 38	3 15	5 58	
8 43		9 48	3 40	262	...**E. St. Louis**...	0	8 00	2 45	5 20	
9 10		10 20	4 10	263	.....**St. Louis**.....		7 15	2 00	4 35	
A. M.		P. M.	P. M.		ARRIVE LEAVE		A.M.	P.M.	P. M.	


ST. PAUL
GREEN BAY
LA CROSSE
MIL. & ST. P.
Omro
Oshkosh
Berlin
Fond du Lac
Winona
Portage City
WISCONSIN
M. & P. DU CHIEN R. R.
Beloit
Madison
Mineral Pt.
Janesville
MILWAUKEE
Racine
Kenosha
Mc. Gregor
PRA. DU CHIEN
Dunleith
DUBUQUE
Clinton
Davenport
MISS. & MO. R. R.
Savannah
Freeport
C. F. & I.
Fulton
Dixon
CHICAGO
Michigan Cy.
MICH. CEN. R. R.
Jackson
Adrian
Monroe
TOLEDO
DETROIT
Saginaw
MICHIGAN
Grand Haven
Lansing
Pt. Huron
Elkhart
LA CROSSE
MICH. SOUTH'N R. R.
Plymouth
English
Pt. Wayne
Sandusky
Shelby
Galion
COLUMBUS
Muscatine
ROCK ISLAND
CHI. & R. I. R. R.
Menadota
Ottawa
Lasalle
Bureau
Joliet
Hatteson
Winamac
REYNOLDS
Galesburg
BURLINGTON
Peoria
TOL.
El Paso
P. & WAR.
Chenoa
LOGANS
LAFAYETTE
PORT
Peru
Kokomo
INDIANAPOLS
Anderson
Warsaw
Washington
Bloomington
Decatur
Stockwell
Thorntown
Lebanon
Zions V.
Cambridge C.
Richmond
Urbana
Quincy
TOL.
W. S. W.
SPRINGFIELD
Jacksonville
Naples
Hannibal
Alton
T. H. A. & ST. L. R. R.
ILL. CEN.
Pana
Mattoon
TERRE HAUTE
Greencastle
MARTINS V.
Fairland
GOSPORT
Franklin
SHELBYVILLE
COLUMBUS
Vincennes
Mitchell
Greenburg
Seymour
N. Vernon
Madison
Lawrenceburg
Conners V.
Dayton
Xenia
Springfield
Lovelana
CINCINNATI
Covington
Portsmouth
St. Charles
Franklin
Potosi
ST. LOUIS
MISSISSIPPI RIVER
Odin
Centralia
Evans V.
N. Albany
Jefferson V.
Lexington
Nicholas V.
Ironton
OHIO RIVER
LOUISVILLE
Danville
CAIRO
Mumfords V.
Paducah
Birds Pt.
Buffington
Columbus
KENTUCKY
Bowling Green
Crab Orchard
State L. LINE
Cumberland R.
N. Madrid
UNION CITY
LOUIS. & N. R. R.
Clarksville
Bristol
NASHVILLE
ARKANSAS
MEM.
HUMBOLDT
JACKSON
TENNESSEE
Columbia
McMinn V.
Tullahoma
MEMPHIS


INDIANAPOLIS
CINCINNATI &
LAFAYETTE
RAILWAY & CONNECTIONS.
Engraved for Appletons' Railway Guides.
CANADA
LAKE ONTARIO
Toronto
Goderich
Hamilton
London
Chippewa
Buffalo
Dunkirk
Erie
Cleveland
Grafton
Meadville
Corry
Oil City
Franklin
Warren
Ravenna
Akron
Mansfield
Orrville
Yellowcr.
Steubenv.
Newark
P.COL.&CIN.
Bellaire
Zanesv.
BALT. & O.
WHEELING
OHIO R.R.
MARIETTA
MAR.&CIN.
Hamden
June
PARKERSB'G
W. Union
GRAFTON
Ironton
Charleston
WEST VIRGINIA
Rochester
Batavia
Avon
Hornellsville
Elmira
Owego
Binghamton
Ogdensburg
C.Vincent
Watertown
Oswego
Rome
Syracuse
Saratoga
Schenectady
Albany
Troy
Hudson
Poughkeepsie
Newburg
Honesdale
Ct.Bend
Williamsport
Lock Haven
PENNSYLVANIA
Milton
Snow Shoe
Sunbury
Kittanning
PITTSBURG
PENN. CEN.
Tyrone
R. R.
Dicks V.
Cresson
CUMBERLAND
Mifflin T.
Bedford Spr
Hagerstown
NORTH CEN. R.R.
York
HARRISBURG
L.VAL. R.R.
Allen'n
Quakake
NEW YORK
Newark
CEN. OF N.J.
Easton R.R.
N.J.
Trenton
Reading
Lancaster
PA. CEN.
BROOKLYN
S. Amboy
NEW JERSEY
PHILADELPHIA
Camden
Atlantic Cy
WILMINGTON
DELAWARE
Harpers Fry
Winchester
Pt. of Rocks
WASHINGTON
Manassas Jc.
Aquira Cr.
Fredericksburg
Gordons V.
Charlottes V.
Mt. Jackson
RICHMOND
Lynchburg
Petersburg
Ft. Monroe
Portsmouth
NORFOLK
Hickford
WELDON
Rocky Mt
Goldsboro
BALTIMORE
ANNAPOLIS
Chesapeake Bay
ATLANTIC

 ☞ For Map of this Line, see pages 262 & 263.

INDIANAPOLIS, CINCINNATI & LAFAYETTE RAILWAY.

ST. LOUIS AND CHICAGO ROUTE.

H. C. Lord, Pres. and Gen. Supt.; W. W. Smith, V.-Pres.; W. C. Boaz, Treas.; J. F. Richardson, Supt.; H. L. Hall, Asst. Supt.; F. B. Lord, Gen. Ticket Agent; H. J. Page, Gen. Freight Agent, all of Cincinnati, O. Wm. H. L. Noble, Gen. Agent, Indianapolis, Ind. [*Dec.* 20.

Going Northwest.							STATIONS.	Going Southeast.						
Acc.	Acc.	Acc.	Exp.	Exp.	Mail.	Mls.		Mls.	Mail.	Exp.	Exp.	Acc.	Acc.	Acc.
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
5 30	4 30	10 00	11 00	3 00	6 30	0	....**Cincinnati** [1].....	179	4 07	2 00	6 30	7 37	8 30	2 35
5 43	4 43	10 14				3	.....Sedamsville.....	176				7 25	8 19	2 21
5 45	4 45	10 17				4	.....River Side.....	175				7 22	8 17	2 19
5 48	4 48	10 19		3 16	6 46	5	.....South Side.....	174	3 50	1 45		7 20	8 15	2 16
5 54	4 54	10 24				7	...Anderson's Ferry...	172				7 14	8 09	2 08
6 07	5 07	10 37		3 31	7 03	11	.....Delhi.....	168	3 31	1 30		7 03	7 57	1 55
6 20	5 21	10 51			7 14	15	.....North Bend.....	164	3 19	1 18		6 42	7 45	1 40
6 25	5 25	10 55		3 46	7 17	16	.....Cleves.....	163	3 15	1 15		6 37	7 37	1 36
6 30	5 30	11 00		3 50	7 21	18	...Valley Junction [2]...	161	3 10	1 10	5 43	6 30	7 32	1 31
P. M.	5 35	11 08		3 55	7 25	20	....Elizabethtown....	159	3 06	1 05		A. M.	7 25	1 25
	5 53	11 25	12 03	4 10	7 40	25	..**Lawrenceburg** [3]..	154	2 51	12 50	5 25		7 05	1 05
	6 00	11 30		4 15	7 45	26	.....Newtown.....	153	2 46	12 45			7 00	1 00
	P. M.	A. M.		4 35	8 04	33	.....Guilford.....	146	2 30	12 27	5 02		A. M.	P. M.
				4 40	8 09	34	..... Hansell's	145	2 25	12 20				
				4 55		40	.....Harman's.....	139	2 11	12 04				
				5 02	8 31	42	.....Weisburg.....	137	2 04	11 54	4 40			
				5 10	8 40	46	..... Sunman's	133	1 54	11 42				
				5 16	8 47	48	.....Spades.....	131	1 49	11 35				
			1 20	5 40	9 10	51	.....Morris	128	1 40	11 25	4 20			
			1 26	5 47	9 18	54	.....Batesville	125	1 17	11 08	4 07			
				6 03	9 33	60	.....New Point	119	1 03	10 51				
				6 09	9 38	62	...Smith's Crossing...	117	12 58	10 46				
				6 15	9 45	65	.....McCoy's	114	12 52	10 38				
			2 03	6 26	9 55	69	....**Greensburg**....	110	12 42	10 27	3 34			
				6 40	10 07	75	.....Adams	104	12 30	10 13				
				6 53	10 20	80	.....St. Paul	99	12 18	10 00				
				6 59	10 26	81	.....Waldron.....	98	12 12	9 53				
		Acc.		7 05	10 32	84	.....Prescott.....	95	12 05	9 45		Acc.		
		A. M.	2 50	7 18	10 45	88	....**Shelbyville** [4]....	91	11 52	9 31	2 50	P. M.		
		8 55		7 34	11 02	95	.....**Fairland** [5].....	84	11 37	9 14		3 05		
		9 06		7 44	11 10	99	.....London	80	11 29	9 04		2 53		
		9 11		7 49	11 15	100	.....Brookfield.....	79	11 25	8 59		2 47		
		9 16		7 55	11 20	102	.....Acton	77	11 20	8 54		2 42		
		9 26		8 04	11 30	106	.....Gallaudet..	73	11 10	8 45		2 32		
		10 00	3 50	8 35	12 00	115	ar. } **Indianap-** { lv.	64	10 40	8 15	1 55	2 00		
		A. M.	4 00	9 00	12 15		lv. } **olis** [6] { ar.		10 25	6 45	1 50	P. M.		
			4 10	9 10	12 25	116	....Freight House....	63	10 15	6 35				
			4 40	9 34	12 46	125	.....Augusta.....	54	9 57	6 15				
			4 55	9 47	12 59	130	....Zionsville	49	9 47	6 05				
			5 15	10 03	1 14	136	.....Whitestown.....	43	9 34	5 50				
			5 24	10 10	1 20	139	.. .. .Holmes'.....	40	9 27	5 42				
			5 37	10 23	1 30	143	.....**Lebanon**.....	36	9 19	5 32	1 44			
			5 54	10 34	1 42	148	.....Hazelrigg.....	31	9 07	5 18				
			6 10	10 45	1 54	153	.....**Thorntown**....	26	8 55	5 06	12 26			
			6 25	10 57	2 05	158	.....Colfax [7].....	21	8 41	4 53				
			6 42	11 09	2 18	163	.....Clarke's Hill.....	16	8 29	4 40				
			6 55	11 17	2 27	167	..... Stockwell.....	12	8 20	4 30				
			7 07	11 26	2 37	171	.....Culver's.....	8	8 11	4 20				
			7 20	11 35	2 47	176	... . Side Track	3	8 00	4 05				
			7 25	11 45	2 55	178	L., N.A. & C. Crossing [8]	1	7 55	3 55				
			7 40	12 00	3 10	179	.....**Lafayette**.....	0	7 40	3 45	11 00			
			A. M.	night	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.			

☞ The 11 00 p. m. trains from Cincinnati and Lafayette run daily, Saturdays excepted. All other trains daily, Sundays excepted.

[1] Connects with R'ways diverging from Cincinnati.
[2] Connects with Whitewater Valley Railway.
[3] Connects with Ohio & Mississippi Railway.
[4] Junction of Shelby & Rush Railway.
[5] Connects with Cincinnati & Martinsville R'way.
[6] Connects with Terre Haute & Indianapolis R'way.
[7] Stages to Frankfort, &c.
[8] Connects with Louisville, New Albany & Chicago Railway.
[8] Connects with Toledo, Wabash & West. R'way.

WHITE WATER VALLEY DIVISION.

S. M. AVERY, Superintendent.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
7 00	7 00	0	...**Cincinnati**...	296	10 35	10 30
7 50	7 50	18	.Valley Junction.	278	9 35	9 40
		20	....Riffner's.....	276		
		23	....Simonson's....	273		
8 10	8 15	25	.....Harrison.....	271	9 15	9 20
		29	...Longnecker's...	267		
		30	....Braysville....	266		
8 26	8 32	32	...New Trenton...	264	9 02	9 03
		34	.....Ashby's.....	262		
8 40	8 50	37	...Cedar Grove...	259	8 50	8 51
		39	.....Cooley's.....	257		
9 00	9 07	44	....Brookville.....	252	8 35	8 33
		47	...Yellow Bank...	249		
9 20	9 27	52	....Metamora....	244	8 15	8 10
		53	.....Colter's.....	243		
9 37	9 41	58	.....Laurel.....	238	8 00	7 55
		60	.....Wawasa.....	236		
9 50	9 51	62	.....Alpine.....	234	7 50	7 42
		64	.....Nulltown....	232		
		67	...Glen Heron...	229		
10 08	10 06	68	..**Connersville**..	228	7 32	7 25
10 22	10 20	74	.....Beeson's.....	222	7 20	7 11
10 37	10 32	79	.....Milton.....	217	7 07	6 58
10 45	10 50	81	**Cambr'ge City**	215	7 00	6 50
11 00	11 15	88	...Hagarstown...	208	6 30	6 25
P. M.	A. M.				A. M.	P. M.
8 10	9 10	296	....**Chicago**....	0	8 10	7 45
A. M.	P. M.		ARRIVE LEAVE		P. M.	A. M.

☞ *An Accom. Train* leaves Cincinnati at 5 30 p.m., arr. at Harrison 7 00 p.m., stopping at all stations. Returning, leaves Harrison at 6 00 a.m., arr. at Cincinnati 7 35 a.m., stopping at all stations.

MARTINSVILLE DIVISION.

JOHN C. MCQUISTON, Asst. Superintendent.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
	P. M.		LEAVE ARRIVE		A. M.	
	3 15	0	....**Fairland**....	53	8 30	
	3 30	3	....Boggstown....	50	8 00	
	3 47	7	.....Needham....	46	7 35	
	4 15	12	....Franklin.....	41	7 10	
	4 50	20	.....Trafalgar.....	33	6 50	
	5 10	22	.....Newburg....	31	6 30	
	5 35	27	...Morgantown...	26	6 00	
	6 00	33	...Van Syckle's...	20	5 25	
	6 30	39	....Martinsville...	14	5 00	
			.....Junction.....			
		47	.....Paragon.....	6		
		53	.....**Gosport**....	0		
	P. M.		ARRIVE LEAVE		A. M.	

Great Through Western Mail and Express Line.

SHORTEST ROUTE

FROM

BALTIMORE, WASHINGTON, AND CINCINNATI, TO SPRINGFIELD, QUINCY, AND ALL RAIL AND RIVER TOWNS AND CITIES IN THE WEST.

Condensed Time Card.

L've Cincinnati.....	6 30 a.m.	3 00 p.m.	11 00 p.m.
" Indianapolis.....	12 15 p.m.	9 00 "	4 00 a.m.
" Lafayette.....	4 10 "	11 45 "	9 40 "
" Springfield.....	9 30 a.m.	8 00 a.m.	5 15 p.m.
Arr. Quincy.....	9 45 p.m.	2 10 p.m.	10 00 "
" Keokuk.....		3 40 "	12 30 a.m.
" Des Moines.....		12 30 a.m.	5 30 p.m.
" St. Joseph.....		6 45 "	5 45 "

WHITE WATER VALLEY BRANCH.

CINCINNATI & CHICAGO AIR-LINE.

Condensed Time Card.

L've Cincinnati.....	7 00 a.m.	3 00 p.m.	7 00 p.m.
" Valley Junction.	7 50 "	Via Indianap.	7 50 "
" Connersville.....	10 06 "		10 08 "
" Cambridge City..	10 50 "		10 45 "
" Hagarstown.....	11 25 "		11 00 "
" Logansport.....	4 00 p.m.		3 10 a.m.
Arr. Chicago.....	9 10 "	6 30 a.m.	8 10 "

THE NEW AND POPULAR

CINCINNATI & ST. LOUIS R'WAY LINE,

VIA INDIANAPOLIS.

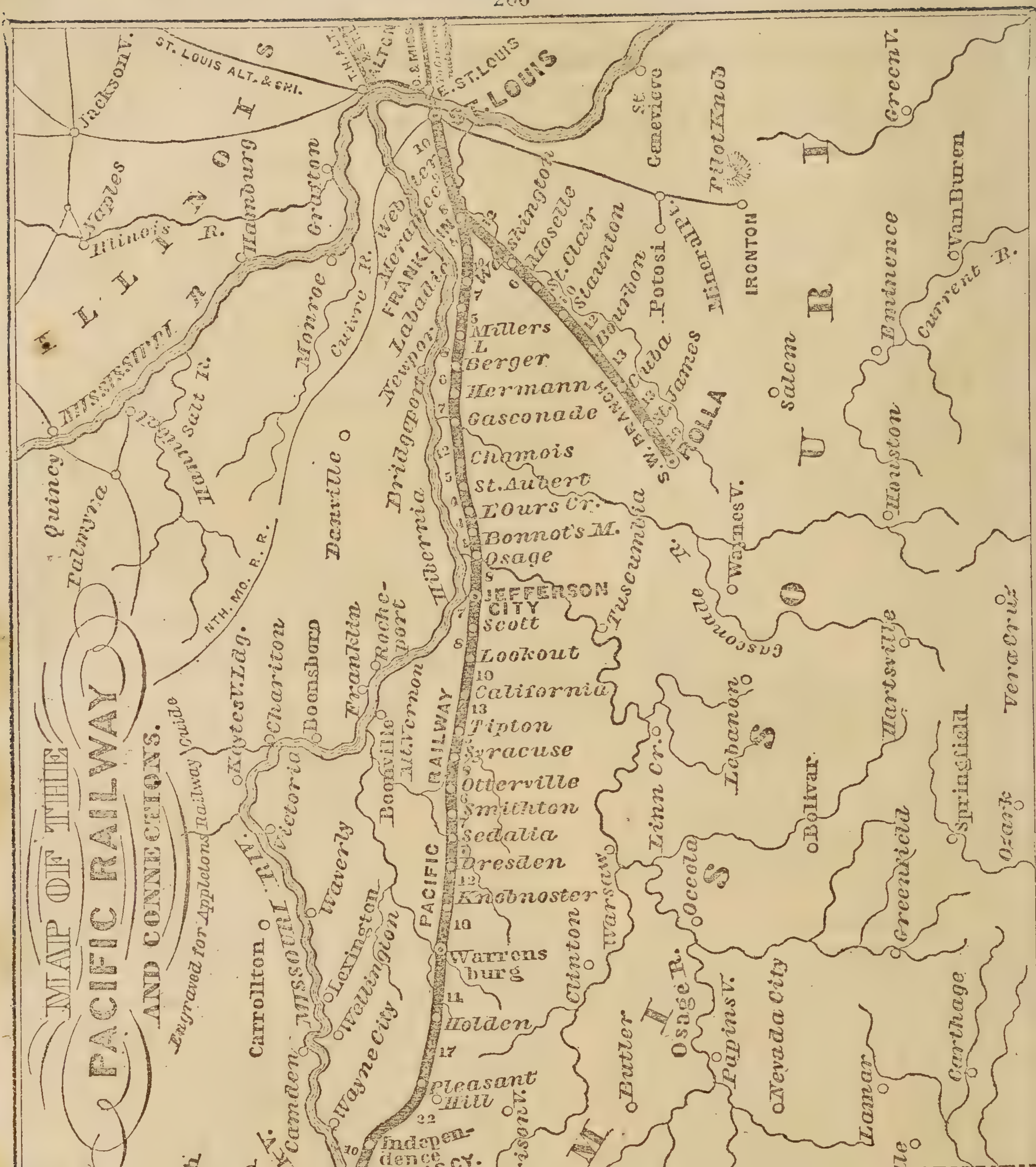
Condensed Time Card.

L've Cincinnati.....	6 30 a.m.	3 00 p.m.	11 00 p.m.
" Indianapolis.....	1 25 p.m.	9 05 "	3 50 a.m.
" Terre Haute.....	4 45 "	12 01 a.m.	6 40 "
" Mattoon.....	7 30 "	6 34 "	9 18 "
Arr. Cairo.....		4 50 p.m.	
" St. Louis.....		9 10 a.m.	4 10 p.m.

☞ **Elegant Palace Sleeping Coaches** are attached to Night Trains on this Line, from Cincinnati to St. Louis and Cincinnati to Chicago without change.

☞ **Be sure and ask for Tickets via "Indianapolis, Cincinnati & Lafayette Railway."**

THROUGH TICKETS can be obtained at all principal Railway Offices in the country.


MAP OF THE
PACIFIC RAILWAY
AND CONNECTIONS.
Engraved for Appletons Railway Guide
PACIFIC RAILWAY
ST. LOUIS
E. ST. LOUIS
ST. LOUIS ALT. & CHI.
ALTON
Jacksonv.
Naples
Illinois R.
Hamburg
Grafton
Monroe
Cuivre R.
Quincy
Palmyra
Hannibal
Salt R.
NTH. MO. R. R.
Danville
Franklin
Keytesv. Ldg.
Chariton
Boonsboro
Rocheport
Boonville
Victoria
Waverly
Carrollton
Lexington
Wellington
Wayne City
Camden
MISSOURI R.
Parkv.
Savannah
St. Joseph
Weston
Atchison
Kickapoo
Ft. Leavenworth
Leavenworth
Forest City
Mt. Vernon
Sumner
Webster
Meramec
Franklin
Labadie
Newport
Washington
Moselle
St. Clair
Stanton
Bourbon
Potosi
Mineral Pt.
Pilot Knob
IRONTON
St. Genevieve
Cuba
St. James
ROLLA
S. W. BRANCH
Millers L.
Berger
Hermann
Gasconade
Chamois
St. Aubert
L'Ours Cr.
Bonnot's M.
Osage
JEFFERSON CITY
Scott
Lookout
California
Tipton
Syracuse
Otterville
Smithton
Sedalia
Dresden
Knobnoster
Warrensburg
Holden
Pleasant Hill
Independence
KANSAS CY.
WYANDOTTE
Seconaine
Lenape
Full Leaf
LAWRENCE
Lecompton
Tecumseh
TOPEKA
UNION PAC. R. R.
Bridgeport
Hibernia
Mt. Vernon
Tuscumbia
Gasconade R.
Waynesv.
Salem
Houston
Eminence
Current R.
Van Buren
Greenv.
Lebanon
Hartsville
Vera Cruz
Linn Cr.
Bolivar
Springfield
Ozark
Osceola
Warsaw
Clinton
Greenfield
Butler
Osage R.
Papinsv.
Nevada City
Carthage
Lamar
Harrisonv.
Miami Village
Ft. Scott
Mapleton
Nashville
Neosho R.
ILLINOIS
MISSOURI
KANSAS

PACIFIC AND MISSOURI RIVER RAILWAYS.

GEO. R. TAYLOR, Pres.; D. R. GARRISON, Vice-Pres.; and H. C. MOORE, Chief Eng. and Gen. Supt., St. Louis, Mo. J. L. HINCKLEY, Supt. East'n Div. W. R. WOODARD, Supt. Middle Div. H. HALE, Supt. West'n Div., Kansas City. W. O. LEWIS, Gen. Ticket Agent, St. Louis. C. N. PRATT, Pass. Agent. [*Nov.* 1.

THE PACIFIC RAILWAY, with its extension, the MISSOURI RIVER RAILWAY, now forms an

ALL-RAIL LINE

from St. Louis to Leavenworth City—a distance of 309 miles.

At State Line, it connects directly with the Union Pacific Railway for LAWRENCE, TOPEKA, FT. RILEY, JUNCTION CITY, and all points on the Union Pacific Railway, E. D.

☞ *This is the only all-rail route to KANSAS CITY, LEAVENWORTH, LAWRENCE, TOPEKA, and FORT RILEY,* and the most direct route to all points in Central, Western, and Southern Kansas, as well as Southern and Western Missouri, connecting by stage with all prominent inland places in both States.

The western terminus of the Union Pacific Railway is now the starting point of the Overland Stage and Express Lines to Denver, Salt Lake, Santa Fé, and all points in Colorado, Utah, and New Mexico.

At St. Louis, this road connects with railways running to the East, North and South, and with Steamers for all points on Upper and Lower Mississippi.

Boonville Branch.—Trains leave Tipton for Boonville at 7 00 a. m. and 5 40 p. m.

Leave Boonville for Tipton at 12 30 & 8 40 p. m.

Distance, 25 miles.

St. Louis to Leavenworth.					Leavenworth to St. Louis.				
Acc.	Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.	Acc.	Acc.
P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	A. M.	P. M.
3 50	*4 30	8 30		**St. Louis,** 7th st.[1]	309	11 30	7 25	9 58	5 15
3 53	4 33	8 33	0	" 14th st.	308	11 27		9 50	5 12
4 11		8 52	6	... Cheltenham...	303	11 10		9 30	4 51
4 23		9 03	8	.....Laclede.....	301	11 02		9 18	4 38
4 30		9 10	10	.....Webster.....	299	10 56	6 56	9 10	4 30
4 42		9 20	14	....Kirkwood....	295	10 45	6 46	8 55	4 16
4 52		9.29	17	....Barrett's[2]....	292	10 35		8 40	4 05
5 02		9 37	19	....Meramec....	290	10 27		8 30	3 55
5 20		9 52	24	....Saint Paul....	285	10 12		8 13	3 35
5 30		10 00	27	.....Glencoe.....	282	10 03		8 05	3 26
5 42		10 10	30	..... Eureka	279	9 52		7 54	3 13
5 52		10 17	32	.....Allenton.....	277	9 45		7 46	3 04
6 12	6 35	10 30	37	...**Franklin**[3]...	272	9 30	5 48	7 30	2 45
6 27		10 43	41	..Gray's Summit..	268	9 13		7 14	2 13
6 41		10 56	45	..... Labadie.....	264	8 52		7 03	1 52
7 09		11 20	52	...South Point...	257	8 38		6 39	1 15
7 20	7 35	11 30	55	..**Washington**..	254	8 30	4 40	6 30	1 00
P. M.		11 53	62	.... Newport	247	8 00		A. M.	P. M.
	8 15	12 08	67	.Miller's Landing.	242	7 43	3 59		
	8 40	12 30	75	..... Berger	234	7 20			
	9 00	1 10	81	... **Hermann**...	228	7 00	3 15		
	9 23	1 34	88	....Gasconade....	221	6 18			
	10 00	2 10	100	.....Chamois.....	209	5 42			
	10 16	2 25	105	....St. Aubert....	204	5 27	2 02		
		2 50	113	...Bonnot's Mill...	196	5 03			
	10 55	3 04	117	..... Osage.....	192	4 50	1 25		
	11 25	3 35	125	**Jefferson City**[4]	184	4 25	1 00		
		3 58	132	.....Scott.....	177	3 58			
	12 10	4 24	140	....Centretown...	169	3 32	12 10		
	12 40	4 56	150	....California	159	3 00	11 38		
		5 15	156	.... Moniteau	153	2 40			
	1 18	5 36	163	.....Tipton[5].....	146	2 20	11 00		
	1 33	5 52	168	....**Syracuse**....	141	2 05	10 45		
	1 57	6 18	176	.....Otterville....	133	1 40	10 20		
		6 35	182	.... Smithton	127	1 24			
	2 40	7 20	189	.....Sedalia[6]....	120	1 00	9 40		
	3 02	7 40	196	.....Dresden.....	113	12 18	9 02		
	3 38	8 17	208	....Knobnoster...	101	11 42	8 28		
	4 12	8 48	218	.**Warrensburg**[7]	91	11 10	8 00		
	5 00	9 35	232	..... Holden	77	10 25	7 20		
	5 14	9 50	237	....Kingsville....	72	10 06	7 02		
P. M.		10 08	243	....Big Creek....	66	9 48	6 45		P. M.
*3 00	5 50	10 26	249	.**Pleasant Hill**[8].	60	9 30	6 28		*2 30
3 35	6 22	11 00	259	.. Lee's Summit ..	50	8 58	5 57		1 55
3 55		11 20	265	....Little Blue....	44	8 40			1 35
4 20	7 03	11 45	272	.. Independence..	37	8 18	5 18		1 10
5 00	7 30	12 20	282	..**Kansas City**..	27	7 50	4 50		12 40
5 10	8 00	12 35	284	....State Line[9]...	25	7 40	4 37		12 25
5 25	8 14	12 50	286	....Wyandotte....	23	7 05	4 20		12 10
6 35	9 20	2 00	309	**Leavenworth**[10]	0	6 00	*3 15		11 00
P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.		A. M.

☞ An Extra train leaves Franklin for St. Louis at 5 50 a. m. Leaves St. Louis for Franklin at 5 40 p. m.

Sunday Trains.—A train leaves St. Louis for Washington at 8 30 a. m. Leaves Washington at 3 20 p. m., arriving at St. Louis at 6 45 p. m.

* Runs daily.

[1] Connects with Railways diverging from St. Louis.
[1] Steamboats from St. Louis.
[2] Stages to Manchester.
[3] South-West Pacific Railway.
[4] Steamers for points on Missouri River.
[5] Boonville Branch.
[6] Stages to Springfield.
[7] Stages to Lexington.
[8] Stages to Fort Scott.
[9] Connects with Union Pacific Railway for Lawrence, Topeka, and Fort Riley.
[10] Steamers for points on the Upper Missouri River.

UNION PACIFIC RAILWAY, E. D.

JNO. D. PERRY, Pres.; A. MEIER, Vice-Pres.; W. J. PALMER, Treas.; and S. T. SMITH, Aud., St. Louis, Mo. A. ANDERSON, Gen. Supt.; E. D. MEIER, Asst. Supt.; and GEO. NOBLE, Supt. 1st Div., Lawrence, Kan. B. MARSHEL, Supt. 2d Div., Junction City, Kan. JNO. M. WEBSTER, Gen. Freight & Ticket Agent, Lawrence, Kan. [*Nov.* 29.

Overland Mail and Express Route.

UNION PACIFIC RAILWAY, EASTERN DIVISION.

THIS Road is now open for business from STATE LINE and LEAVENWORTH, on the Missouri River, to *SHERIDAN, Kansas*, 700 miles west of the Mississippi River.

Trains leave State Line and Leavenworth daily (Sundays excepted), on arrival of trains of *Pacific Railway of Missouri*; from St. Louis, and *Hannibal & St. Joseph Railway*, from Quincy, for

Lawrence, Topeka, Junction City, Salina, Fort Harker, Hays, Coyote, and Sheridan.

☞ **2,000,000 Acres of choice Farming Lands for Sale,** situate along the line of the Union Pacific R'way, E. D., at from $1 to $5 per acre. For particulars, address Hon. J. P. DEVEREUX, Land Commissioner, Lawrence, Kansas.

☞ Shippers will save time and money by sending their Freight to the terminus of the road, and from thence across the Plains *via* "*Smoky Hill Route.*"

Through Tickets can be obtained at all the principal Ticket Offices in the United States and Canadas.

A. ANDERSON, *Gen. Supt.*

JNO. M. WEBSTER,
Gen. Freight and Ticket Agent.

CONNECTIONS.

[1] Connects with the Hannibal & St. Joseph Railway for St. Louis and Quincy.
[2] Connects with Missouri Pacific Railway.
[3] Connects with packets for points up the Missouri River, and with the Missouri Val. R'way for Atchison and St. Joseph.
[4] Connects with L., L. & G. R'way for Baldwin City, Prairie City, and Ottawa, and stages for Fort Scott and all points in Northern and Southern Kansas.
[5] Connects with stages for Council Grove, Mission Creek, Rock Creek, Emporia, and Marysville.
[6] Connects with Sanderson's Daily line of coaches for Fort Union, Santa Fé, Taos, Albuquerque, and all points in New Mexico and Arizona.
[6] Connects with U. S. Express Co.'s Daily Overland Mail Coaches for Denver, and with Barlow, Sanderson & Co.'s daily line of Coaches for Santa Fé.

Going West.			STATIONS.		Going East.	
Mxd.	Pass.	Mls.	LEAVE ARRIVE	Mls.	Pass.	Mxd.
P. M.	A. M.				P. M.	A. M.
6 00	7 20	0	... **Wyandotte** ...	405	4 30	10 50
6 35	7 55	1	... Kansas City [1] ...	404	4 00	
7 30	8 25		....**State Line** [2]..		3 45	10 30
7 40	8 30	2	.....Armstrong.....	403	3 10	10 10
8 10	8 49	8	.....Muncy.....	397	2 47	9 42
8 25	8 58	10	..... Secondine.....	395	2 40	9 30
8 45	9 10	14	... Edwardsville ...	391	2 25	9 00
9 00	9 20	17	.....Tiblow	388	2 15	8 40
9 35	9 42	23	..... Lenape	382	1 53	8 05
10 00	9 55	28	.....Stranger.....	377	1 38	7 40
10 20	10 10	32	.....Fall Leaf.....	373	1 25	7 15
10 50	10 29	37	..L. & L. Junction..	368	1 05	6 45
5¼ PM	8 20	0	..**Leavenworth** [3].	399	3 20	10 30
5 32	8 35	4	.Leavenworth Junc.	395	3 06	10 14
5 42	8 40	5	....Penitentiary....	394	2 59	10 07
6 04	8 58	8	.....Fairmount.....	391	2 40	9 46
6 34	9 20	16	....Big Stranger....	383	2 16	9 20
6 46	9 29	18	..Moore's Summit..	381	2 05	8 59
7 20	9 55	25	.....Reno.....	374	1 38	8 28
7 50	10 18	31	..L. & L. Junction..	368	1 15	8 00
8 00	10 25	33	ar..**Lawrence** [4].lv.	366	1 05	7 50
11 00	10 35	39	lv...Lawrence [4]..ar.	366	1 00	6 30
11 35	10 59	46	....Buck Creek....	359	12 35	5 35
11 50	11 06	49	....Williamsville ...	356	12 26	5 20
12 10	11 18	52	.....Perryville.....	353	12 11	5 00
12 20	11 25	54	..... Medina	351	12 05	4 45
12 56	11 45	61	.....Grantville.....	344	11 45	4 10
1 35	12 06	68	..... **Topeka**	337	11 20	3 30
2 30	12 40	78	....Silver Lake....	327	10 50	2 30
3 00	1 00	84	....Cross Creek....	321	10 30	1 55
3 40	1 25	91	.....St. Mary's.....	314	10 05	1 10
5 00	2 30	105	..... Wamego [5]	300	9 20	11 45
5 35	2 50	112	.....St. George.....	293	8 35	11 10
6 20	3 15	119	.....Manhattan.....	286	8 10	10 25
7 35	3 53	130	.....Ogden	275	7 35	9 25
8 15	4 12	136	.....Fort Riley.....	269	7 15	8 50
9 00	4 30	139	..**Junction City**..	266	7 05	8 30
10 10	5 05	152	..Chapman's Creek..	253	6 20	6 55
10 50	5 27	158	..... Detroit	247	6 00	6 20
11 25	5 45	164	.....Abilene.....	241	5 40	5 45
12 15	6 10	173	.....Solomon.....	222	5 10	4 40
1 45	7 15	186	..... **Salina**.....	219	4 28	3 20
2 35	7 42	195	..... Bavaria.....	210	4 05	2 35
3 50	8 20	205	....Rock Stream....	200	3 30	1 30
6 20	9 05	219	.. **Fort Harker** ..	186	2 45	12 01
6¾ PM	9¼ PM	224	arr. { **Ells-** } l've	181	2½ AM	11 25
1 PM	5 AM		l've { **worth** } arr.		8½ PM	11 00
2 10	6 15	240	...Wilson's Creek...	165	7 20	9 50
3 10	7 10	254	. ..Bunker Hill....	151	6 25	8 55
4 50	8 55	276	.....Walker's.....	129	4 50	7 20
6 00	10 00	290	.....**Hays**.....	115	3 50	6 15
	10 55	304	..... Ellis	101	2 50	
	12 01	319	..... Ogallah	86	1 45	
	12 50	330	.....Parks Fort.....	75	12 50	
	1 40	336	.....**Coyote**	69	12 01	
	3 20	364	.....Grinnell.....	41	10 20	
	4 55	385	.....Monument.....	20	8 50	
	6 15	405	.....**Sheridan** [6]....	0	7 30	
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

EDGEFIELD & KENTUCKY, & EVANSVILLE, HENDERSON & NASHVILLE RAILWAYS.

J. T. Boyle, Pres. E., H. & N. R. R.; A. O. Durland, Sec. & Treas. E., H. & N. R. R.; H. L. Shepherd, Gen. Supt. E. & K. and E., H. & N. R. R.; and W. H. Hart, Gen. Ticket Agent and Auditor, Nashville, Tenn. [*Jan.* 1.

Northward Trains.					Southward Trains.	
Mxd.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mxd.
P. M.	P. M.		LEAVE ARRIVE		A. M.	A. M.
2 20	2 10	0	...**Nashville** [1]...	73	9 30	10 30
2 30	2 15	1	.... Edgefield	72	9 25	10 24
2 54	2 29	7	....Madison.....	66	9 11	9 52
3 22	2 45	13	.. Goodlettsville..	60	8 53	9 20
3 52	3 01	17	..... Baker's	56	8 38	9 00
4 30	3 30	22	...Green Brier...	51	8 12	8 30
5 15	3 50	29	...**Springfield**...	44	7 53	7 55
6 18	4 10	36	....Cedar Hill....	37	7 32	6 45
6 48	4 23	40	....Red River....	33	7 19	6 20
7 04	4 33	43	..... Fort's.....	30	7 08	6 08
7 35	5 04	48	.....Guthrie [2]....	25	6 54	5 40
P. M.	5 32	57	..... Trenton.....	16	6 06	A. M.
	5 52	63	....Pembroke....	10	5 46	
	6 08	68	.....Caskey.....	5	5 30	
	6 22	73	. **Hopkinsville** .	0	5 20	
	P. M.		.....		A. M.	
			(*In course of construction to*)			
			.....			
	P. M.	0	..**Madisonville**..	39	A. M.	
	2 20	8	..... Hanson	31	9 21	
	3 00	12	..Slaughtersville..	27	8 46	
	3 20	18	..Dixon Crossing..	21	8 30	
	3 36	21	....Springdale...	18	8 10	
	4 04	26	.....Robard's.....	13	7 42	
	4 12	29	..... Busby's.....	10	7 34	
	4 29	34	....Randolph's....	5	7 17	
	4 46	39	..**Henderson** [3].	0	7 00	
	P. M.		ARRIVE LEAVE		A. M.	

1 Connects with Louisville & Nashville, Nashville & Chattanooga, Nashville & Decatur, and Nashville & Northwestern Railways.

2 Connects with Memphis & Louisville Line for Clarksville, Paris, Humboldt and Memphis.

3 Connects with daily packet to Evansville, and thence via Evansv. & Crawfordsv. R'way to all points North and West.

CHERAW & DARLINGTON RAILWAY.

A. Macfarlan, Pres., and S. S. Solomons, Supt., Cheraw, S. C. [*June* 16.

Going North.			Going South.
Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.		LEAVE ARRIVE		A. M
2 15	0	...**Florence** [1]...	40	11 00
3 00	10	....Darlington....	30	10 15
3 35	18	..... Dove's	22	9 40
4 15	26	...Society Hill.	14	9 00
4 30	30	.....Cash's.....	10	8 25
5 15	40	....**Cheraw**	0	8 00
P. M.		ARRIVE LEAVE		A. M.

1 Connects with North Eastern and Wilmington & Manchester Railways.

TALLAHASSSEE, and PENSACOLA & GEORGIA, and FLORIDA, ATLANTIC & GULF CENTRAL RAILWAYS.

E. Houstoun, Pres., and R. Walker, Gen. Supt., Tallahassee, Fla. [*Nov.* 30.

Eastward Trains.					Westward Trains.	
Pass.	Mxd.	Mls.	STATIONS.	Mls.	Mxd.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 00		0	.....**Quincy** [1]...	189		11 45
3 58		12	..... Midway.....	177		10 57
4 48		24	..**Tallahassee**...	165		9 57
	10 00	24	....Tallahassee....		3 30	
	11 30	45	..**St. Marks** [2]..		2 00	
5 18	5 00	24	....Tallahassee....	165	8 00	9 27
6 05	5 52	35	.....Chaires.....	153	7 19	8 48
6 37	6 34	42	..... Lloyd's	147	6 37	8 13
7 12	7 04	51	.....Junction.....	138	5 32	7 38
5 32	7 40	51	.....Junction.....		4 57	6 54
5 52	8 00	55	...**Monticello**...		4 37	6 34
7 22	7 29	51	.....Junction.....	138	5 07	7 28
7 52	8 04	58	.....Aucilla.....	131	4 34	6 58
8 27	8 44	65	....Goodman's....	124	3 49	6 23
9 23	9 47	79	.....Madison.....	110	2 46	5 32
10 26	10 57	94	.....Ellaville.....	95	1 31	4 27
11 13	11 47	107	ar { **Live**	82	12 21	3 32
3 22	12 17		lv { **Oak** [3]		11 32	11 22
3 37	12 44	113	....Houstoun.....	76	11 12	11 07
4 00	1 15	119	.... Wellborn	71	10 43	10 53
4 34	2 15	130	....**Lake City**...	59	9 48	10 16
5 07	3 10	142	.....Olustee	47	8 46	9 39
5 33	3 59	152	....Sanderson....	37	8 05	9 09
6 31	5 42	170	....**Baldwin** [4]...	19	6 31	8 18
7 01	6 17	178	White House...	11	5 27	7 52
7 30	7 00	189	..**Jacksonville** [5].	0	4 36	7 15
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with stages (20 miles) to Chattahoochee, and thence by steamboats to Apalachicola, Eufaula, Columbus, &c. Also with stages for Marianna and West Florida generally, and for Bainbridge and Albany, Ga.

2 Connects with Gulf Steamers for Key West, Cedar Keys, Apalachicola, Pensacola, New Orleans, &c.

3 Connects with the Atlantic & Gulf Railway of Georgia, for Savannah and all points north and west.

4 Connects with the Florida Railway for Fernandina, Cedar Keys, and intermediate points in East Florida.

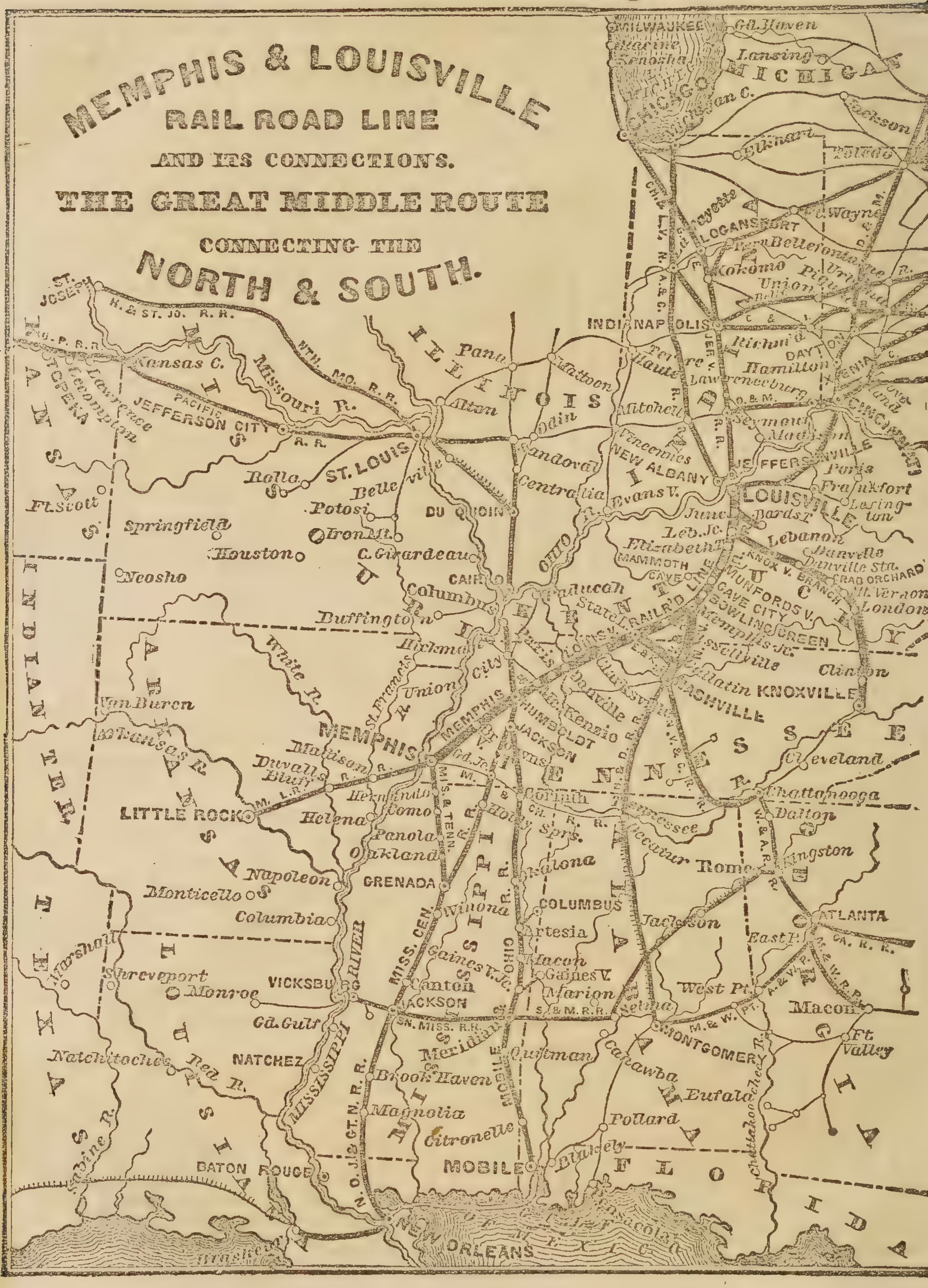
5 Connects with steamboats on the St. John's for Picolata, St. Augustine, Pilatka, Enterprise, &c.

NEW ORLEANS & CARROLLTON R'WAY.

G. T. Beauregard, Pres., and J. M. Reid, Supt.

Trains leave New Orleans for Carrollton every hour from 6 00 a. m. to 10 00 p. m.

Leave Carrollton for New Orleans every hour from 6 00 a. m. to 9 00 p. m.


MEMPHIS & LOUISVILLE
RAIL ROAD LINE
AND ITS CONNECTIONS.
THE GREAT MIDDLE ROUTE
CONNECTING THE
NORTH & SOUTH.
MILWAUKEE
Gd. Haven
Lansing
MICHIGAN
CHICAGO
Michigan C.
Jackson
Elkhart
Toledo
Ft. Wayne
LOGANSPORT
Bellefontaine
Kokomo
Piqua
Union
INDIANAPOLIS
Richm'd
DAYTON
Hamilton
Lawrenceburg
CINCINNATI
Terre Haute
Mattoon
Pana
ILLINOIS
Alton
Odin
Mitchell
Seymour
Madison
Sandoval
Vincennes
NEW ALBANY
JEFFERSONVILLE
Paris
Frankfort
Centralia
Evansv.
LOUISVILLE
Lexington
Bardst.
Lebanon
Leb. Jc.
Elizabetht.
Danville
Danville Sta.
MAMMOTH CAVE
KNOX V. BRANCH
CRAB ORCHARD
Mt. Vernon
London
MUNFORDSV.
CAVE CITY
BOWLING GREEN
Memphis Jc.
Russellville
Gallatin
KNOXVILLE
Clinton
NASHVILLE
ST. JOSEPH
H. & ST. JO. R. R.
Kansas C.
Missouri R.
NTH. MO. R. R.
PACIFIC R. R.
JEFFERSON CITY
ST. LOUIS
Rolla
Belleville
Potosi
DU QUOIN
Iron Mt.
C. Girardeau
CAIRO
Columbus
Paducah
Ft. Scott
Springfield
Houston
Neosho
Buffington
Hickman
Union City
White R.
Van Buren
MEMPHIS
Humboldt
JACKSON
Kenzie
Madison
Duvalls Bluff
LITTLE ROCK
Helena
Hernando
Como
Panola
Oakland
Corinth
Holly Sprs.
Decatur
Chattanooga
Dalton
Kingston
Rome
Cleveland
GRENADA
Okalona
Napoleon
Monticello
Columbia
Winona
COLUMBUS
Artesia
Macon
Gaines V.
Marion
Jackson
ATLANTA
East P.
West Pt.
Macon
Shreveport
Monroe
VICKSBURG
Canton
JACKSON
Meridian
Selma
MONTGOMERY
Ft. Valley
Gd. Gulf
Natchitoches
Red R.
NATCHEZ
Brook Haven
Quitman
Cahawba
Eufala
Magnolia
Pollard
Citronelle
MOBILE
Blakely
BATON ROUGE
NEW ORLEANS
Pensacola
MISSISSIPPI RIVER
TENNESSEE
GEORGIA
FLORIDA
ALABAMA
KENTUCKY
INDIANA
INDIAN TER.

Engraved for Appletons' Railway Guide.

RATES OF FIRST-CLASS FARE

BETWEEN THE PRINCIPAL POINTS IN THE NORTH AND SOUTH, BY THE

Louisville & Nashville and Memphis & Louisville Railway Line, and Connections,

Taking effect January 1st, 1867.

To ☞ From ☞	Louisville.	Cincinnati.	Indianapolis.	Cleveland.	Buffalo.	Niagara Falls.	Saratoga.	Pittsburg.	Baltimore.	Philadelphia.	New York.	Boston.
Louisville, Ky.		$4 50	$5 25	$13 00	$18 50	$19 00	$25 25	$15 50	$21 50	$24 70	$26 90	$30 75
Mammoth Cave, Ky.	$5 00	9 50	10 25	18 00	23 50	24 00	30 25	20 50	26 50	29 70	31 90	35 75
Bowling Green, Ky.	4 65	9 15	9 90	17 65	23 15	23 65	29 90	20 15	26 15	29 35	31 55	35 40
Nashville, Tenn.	7 50	12 00	12 75	20 50	26 00	26 50	32 75	23 00	29 00	32 20	34 40	38 25
Clarksville, Tenn.	7 45	11 95	12 70	20 45	25 95	26 45	32 70	22 95	28 95	32 15	34 35	38 20
Humboldt, Tenn.	13 35	17 85	18 60	26 35	31 85	32 35	38 60	28 85	33 40	36 90	40 25	44 10
Memphis, Tenn.	17 35	21 85	22 60	30 35	35 85	36 35	42 60	32 85	37 40	40 90	44 25	48 10
Jackson, Tenn.	14 35	18 85	19 65	27 35	32 85	33 35	39 60	29 85	33 65	37 15	40 50	45 10
Corinth, Miss.	17 75	22 25	23 00	30 75	36 25	36 75	43 00	31 25	33 90	37 40	40 75	47 50
Columbus, Miss.	25 25	29 75	30 50	38 25	43 75	44 25	50 50	38 25	41 40	44 90	48 25	55 00
Meridian, Miss.	29 40	33 90	34 65	42 40	47 90	48 40	54 65	42 90	45 55	49 05	52 40	59 15
Selma, Ala.	35 65	40 15	40 90	48 65	54 15	54 65	60 90	47 15	49 15	52 65	56 00	62 75
Mobile, Ala.	37 50	42 00	41 60	50 50	56 00	56 50	62 75	51 00	53 65	57 15	60 50	67 25
Grand Junc., Tenn.	17 35	21 85	22 60	30 35	35 85	36 35	42 60	32 85	35 65	39 15	42 50	48 10
Holly Springs, Miss.	18 85	23 35	24 10	31 85	37 35	37 85	44 10	34 35	37 65	41 15	44 50	49 60
Grenada, Miss.	23 35	27 85	28 65	36 35	41 85	42 35	48 60	38 85	42 80	46 30	49 65	54 10
Canton, Miss.	28 60	33 10	33 85	41 60	47 10	47 60	53 85	48 75	48 90	52 40	55 75	59 35
Jackson, Miss.	30 10	34 60	35 35	43 10	48 60	49 10	55 35	45 60	50 50	54 00	57 35	60 85
Vicksburg, Miss.	33 80	38 30	38 00	46 80	52 30	52 80	59 05	49 30	53 65	57 15	60 50	64 55
Natchez, Miss.	37 75	42 25	43 00	50 75	56 25	56 75	63 00	53 25	56 15	59 65	63 00	68 50
New Orleans, La.	37 75	42 25	43 00	50 75	56 25	56 75	63 00	53 25	56 15	59 65	63 00	68 50
Napoleon, Ark.	27 85	32 35	33 10	40 85	46 35	46 85	53 10	43 35	47 90	51 40	54 75	58 60
Helena, Ark.	22 85	27 35	28 10	35 85	41 35	41 85	48 10	38 35	42 90	46 40	49 75	53 60
Little Rock, Ark.	35 35	39 85	40 60	48 35	53 85	54 35	60 60	50 85	55 40	58 90	62 25	66 10
Decatur, Ala.	14 50	19 00	19 75	27 50	33 00	33 50	39 75	30 00	30 40	33 90	37 25	44 00
Chattanooga, Tenn.	15 50	20 00	20 75	28 50	34 00	34 50	40 75	53 25	32 00	34 00	37 00	43 00
Atlanta, Ga.	23 00	27 50	28 25	36 00	41 50	42 00	48 25	38 50	32 40	35 75	39 00	45 75
Macon, Ga.	28 00	32 50	33 25	41 00	46 50	47 00	53 25	43 50	44 00	46 00	49 00	55 00
Montgomery, Ala.	34 00	38 50	39 25	47 00	52 50	53 00	59 25	49 50	43 40	46 90	50 25	57 00

MEMPHIS & LOUISVILLE RAILWAY LINE,

Comprising the following Roads, viz.:

Louisville & Nashville Railway and Branches.—Hon. Jas. A. Guthrie, Pres.; Albert Fink, Gen. Supt.; D. W. C. Rowland, Asst. Supt.; and W. H. King, Gen. Ticket Agent, Louisville, Ky.
Memphis, Clarksville & Louisville Railway.—Robert Meek, Supt., Clarksville, Tenn.
Memphis & Ohio Railway.—Amos Woodruff, Pres.; and Sam. B. Jones, Gen. Supt., Memphis.

Condensed Time-Tables of Express Passenger Trains West and South.

New York Central Railway.

	No. 1.	No. 1.	No. 3.	Page.
L've Boston.....	5 00 A. M.	8 30 A. M.	3 00 P. M.	172, 171
" **New York**....	8 00 "	11 30 "	6 00 "	85
" Albany.....	1 45 P. M.	6 00 P. M.	12 00 "	123
" Syracuse.....	7 35 "	12 25 A. M.	6 00 A. M.	
Arr. at Buffalo.... . ..	1 20 A. M.	6 20 "	12 15 P. M.	

Erie Railway.

	No. 1.	No. 1.	No. 3.	Page.
L've New York....	8 00 A. M.	10 00 A. M.	6 30 P. M.	101
" Elmira.....	6 58 P. M.	11 45 P. M.	6 00 A. M.	
Arr. at Salamanca.....	11 54 "	5 50 A. M.	11 10 "	
" Buffalo.....	1 10 A. M.	6 25 "	12 20 P. M.	
" Dunkirk.....	2 55 "	8 02 "	1 55 "	
Leave Salamanca, *via At. & G. W. R'way*..	11 54 P. M.		11 10 A. M.	132
Arr. at Cincinnati.....	7 00 "		7 00 A. M.	

Lake Shore and C., C. & C. Railways.

	No. 1.	No. 1.	No. 3.	Page.
L've Niagara Falls			9 00 A. M.	124
" **Buffalo**.....	1 20 A. M.	6 30 A. M.	12 25 P. M.	128
" Dunkirk.....	2 45 "	8 30 "	1 46 "	
" Erie	4 30 "	10 10 "	4 00 "	
" Cleveland.....	8 20 "	2 30 P. M.	8 00 "	214
Arr. at Cincinnati.....	6 30 P. M.	7 20 A. M.	7 20 A. M.	215
" Indianapolis.....	8 35 "	3 30 "	8 50 "	214
" Louisville.....	2 35 A. M.	8 00 "	4 45 P. M.	257

Pennsylvania Central Railway.

	No. 1.	No. 1.	No. 3.	Page.
L've New York.. *via* Philadelphia...	8 40 A. M.	5 00 P. M.	9 00 P. M.	87
" Allentown.....	9 00 "	5 00 "	8 00 "	117
L've Philadelphia.	11 40 "	7 50 "	11 50 "	118
" Washington.....	7 00 A. M.	4 30 P. M.	8 45 "	201
" Baltimore.....	12 10 P. M.	7 00 "	10 50 "	197
" Harrisburg.....	4 15 P. M.	12 20 A. M.	4 15 A. M.	118
" Pittsburg ..... *via* Steubenville...	3 00 A. M.	10 00 A. M.	2 45 P. M.	218
" Crestline.....	2 50 "	9 55 "	2 30 "	219
Arr. at Cincinnati.....	6 30 P. M.	10 40 P. M.	7 20 A. M.	215
" Indianapolis. ...	8 35 "	2 45 A. M.	9 00 "	210
" Louisville.....	2 30 A. M.	8 00 "	4 45 P. M.	257

Baltimore & Ohio Railway.

	No. 1.	No. 1.	No. 3.	Page.
L've New York....	8 40 A. M.	9 00 P. M.	12 00 NOON	87
" **Philadelphia**.	11 40 "	11 00 "	3 30 P. M.	109
" Washington.....	4 00 P. M.	8 00 A. M.	8 40 "	201
" Baltimore.....	5 00 P. M.	8 45 "	9 45 "	200
" Grafton.....	6 20 A. M.	11 25 P. M.	11 45 A. M.	
" Bellaire.....	10 40 "	5 00 A. M.	4 40 P. M.	201
Arr. at Parkersburg.....	11 10 "		5 05 "	202
Arr. at Cincinnati, *via M. & C. R'way*..	8 00 P. M.		6 35 A. M.	203
" *C. O. R'way*....	10 40 "	6 30 P. M.	7 20 "	201, 203
Arr. at Indianapolis.....	2 45 A. M.	9 00 "	9 00 "	210
" Louisville.....	7 45 "	8 00 A. M.	4 45 P. M.	257

Ohio & Miss. and Jeffersonville R'ways.

	No. 1.	No. 3.	Page.
L've Cincinnati.....	7 00 P. M.	7 30 A. M.	216
" Indianapolis	2 45 A. M.	10 45 "	257
" Seymour	5 29 "	1 55 P. M.	
Arr. at Louisville.....	8 00 "	4 45 "	257

Steamers of the U. S. Mail Line leave Cincinnati daily at 12 00 NOON and 5 00 P. M., arriving at Louisville at 12 Night & 5 A. M.

Memphis & Louisville Railway Line.

	Miles.	No. 1.	No. 3.	
L've Louisville.....	0	8 30 A. M.	6 10 P. M.	Sleeping Cars on No. 1, Clarksville to Memphis, and on No 3, from Louisville to Paris.
Arr. at Cave City.....	85	12 22 P. M.	10 18 "	
" Mammoth Cave.	94	5 00 "	8 00 A. M.	
" Bowling Green..	114	*1 40 "	11 35 P. M.	
" Russellville.....	143	3 42 "	1 35 A. M.	
" Guthrie	164	5 25 "	2 50 "	
L've Nashville, *E. & K.*.		2 10 P. M.		
Arr. at Clarksville.....	178	*5 35 "	3 35 "	
" Cumberland.....	198	6 57 "	4 53 "	
" Tennessee River.		7 32 "	5 27 "	
" Paris.....	247	9 45 "	*7 45 "	
" McKenzie.....	264	10 45 "	8 38 "	
" Humboldt.....	295	12 35 A. M.	10 15 "	
" Brownsville.....	320	2 12 "	11 48* "	
" **Memphis**.....	377	5 30 "	2 45 P. M.	

Mississippi & Tennessee Railway.

	Miles.	No. 3.	Page.
L've Memphis.....	0	3 05 P. M.	279
Arr. at Sardis.....	50	5 45 "	
" Grenada.....	99	8 10 "	

Miss. Central and N. O., Jackson & Gt. Northern Railways.

	Miles.	No. 1.	No. 3.	Page.
L've Humboldt.....	0	12 40 A. M.	10 45 A. M.	276
" Jackson, Tenn....	17	1 55 "	12 19 P. M.	279
Arr. at Grand Junction..	63	4 40 "	2 40 "	
" Water Valley....	144	10 00 "	7 00 "	
" Grenada.....	168	11 29 "	8 25 "	
" Canton.....	251	4 30 P. M.	1 00 A. M.	279
" Jackson, Miss...	274	6 50 "	3 30 "	
" Vicksburg.....	44		10 10 "	297
" Magnolia.....	359	12 10 A. M.	11 35 A. M.	
" **New Orleans**.	457	6 00 "	5 35 P. M.	279

Mobile & Ohio Railway.

	Miles.	No. 3.	Page.
L've Humboldt.....	0	10 45 A. M.	276
Arr. at Jackson, Tenn...	17	12 19 P. M.	
" Corinth.....	73	3 10 "	
" Saltillo.....	115	5 21 "	
" Artesia.....	180	9 48 "	
" Meridian.....	260	2 50 A. M.	
" Vicksburg.....	140	3 55 P. M.	297
" **Mobile**.....	402	11 00 A. M.	276

Louisville & Nashville Railway.

	Miles.	No. 1.	No. 3.	
L've Louisville.....	0	8 30 A. M.	6 10 P. M.	Sleeping Cars on No. 3, Louisville to Nashville.
Arr. at Elizabethtown...	42	10 23 "	8 25 "	
" Cave City.....	85	12 22 P. M.	10 18 "	
" Mammoth Cave..	94	5 00 "	7 00 A. M.	
" Bowling Green..	114	*1 40 "	11 35 P. M.	
" Franklin.....	134	2 56 "	1 07 A. M.	
" Gallatin.....	159	4 03 "	2 30 "	
" **Nashville**.....	185	5 20 "	4 00 "	

Nashville & Chattanooga and Western & Atlantic Railways.

	Miles.	No. 1.	No. 3.	Page.
L've Nashville.....	0	6 30 P. M.	6 45 A. M.	285
Arr. at Chattanooga.....	151	4 30 A. M.	5 30 P. M.	
L've Chattanooga.....	0	4 40 "	5 50 "	286
Arr. at Atlanta.....	138	2 00 P. M.	3 35 A. M.	

☞ Trains stop for meals at stations designated thus *.

MEMPHIS & LOUISVILLE RAILWAY LINE, and Connections.

Condensed Time-Tables of Express Passenger Trains North and East.

☞ In tracing connecting trains in these Tables, observe the Number of Train at the head of each column, and the time of arrival at any connecting point. The time of departure of the connecting train from the same point will be found in the column with corresponding Number. For full time-tables see pages indicated below.

N. O., Jackson & Gt. Nor., and Miss. Central Railways.

	Miles.	No. 2.	No. 4.	Page.
L've New Orleans..	0	5 30 P. M.	7 00 A. M.	279
" Magnolia.....	98	10 55 "	12 25 P. M.	
" Jackson, Miss....	183	3 30 A. M.	5 00 "	
" Canton.....	206	5 15 "	6 30 "	279
" Grenada.....	293	10 00 "		
Arr. at Memphis.....	392	3 00 P. M.		279
" Jackson, Tenn...	442	5 41 "	7 10 A. M.	
" **Humboldt**....	459	7 15 "	9 20 "	276

Mobile & Ohio Railway.

	Miles.	No. 2.	Page.
L've Mobile.....	0	9 45 A. M.	276
" Meridian.....	135	6 03 P. M.	
" Macon, Miss.....	198	9 28 "	
" Columbus, Miss...	233	12 00 NI'HT	
" Corinth.....	329	5 15 A. M.	
" Jackson, Tenn....	386	8 30 "	
Arr. at **Humboldt**....	402	9 20 "	276

Memphis & Louisville Railway Line.

	Miles.	No. 2.	No. 4.	
L've Memphis.....	0	3 15 P. M.	5 30 A. M.	Sleeping Cars on No. 2 from Humboldt to Bowling Green, and on No. 4 from Bowling Green to Louisville.
" Brownsville.....	57	6 02 "	8 15 "	
" **Humboldt**.....	82	*7 50 "	10 20 "	
" McKenzie.... ...	113	9 45 "	12 00 "	
" Paris.....	130	11 00 "	*1 20 P. M.	
" Tennessee River..		1 38 A. M.	3 25 "	
" Clarksville.....	199	3 55 "	5 15 "	
" Guthrie.....	213	4 55 "	6 40 "	
Arr. at **Nashville**, *via E. & K.*.	47	9 30 A. M.		
Leave Russellville.....	234	6 07 "	7 53 "	
" Bowling Green..	263	*8 35 "	10 30* "	
" Cave City.....	292	9 48 "	11 59 "	
" **Mammoth C.**	301	2 00 P. M.	8 00 A. M.	
" Elizabethtown...	335	11 35 A. M.	2 00 A. M.	
Arr. at **Louisville**....	377	1 30 P. M.	4 00 "	

Western & Atlantic and Nashville & Chattanooga Railways.

	Miles.	No. 2.	No. 4.	Page.
L've Atlanta.....	0	8 15 A. M.	7 00 P. M.	286
Arr. at Chattanooga	138	4 45 P. M.	4 00 A. M.	
L've Chattanooga.....	0	5 00 "	5 00 "	285
Arr. at Nashville ..	151	3 30 A. M.	3 30 P. M.	

Louisville & Nashville Railway.

	Miles.	No. 2.	No. 4.	
L've Nashville.....	0	5 10 A. M.	6 30 P. M.	Sleeping Cars on No. 4, Nashville to Louisville.
Arr. at Gallatin.....	26	6 20 "	7 55 "	
" Franklin.....	51	7 22 "	9 08 "	
" Bowling Green...	71	*8 35 "	10 30* "	
" Cave City.....	100	9 48 "	11 59 "	
" **Mammoth C**..	109	2 00 P. M.	8 00 A. M.	
" Elizabethtown....	143	11 35 A. M.	2 00 A. M.	
" **Louisville**.....	185	1 30 P. M.	4 00 "	

Jeffersonville and O. & Miss. R'ways.

		No. 2.	No. 4.	Page.
L've Louisville...	8 15 P. M.	1 55 P. M.	4 30 A. M.	257
Arr. at Seymour.....	11 00 "	4 40 "	7 00 "	
" **Cincinnati**..	6 10 A. M.	12 25 A. M.	11 45 "	216
" Indianapolis...	2 15 "	7 25 P. M.	10 00 A. M.	257
" **Chicago**				211

Steamers of the U. S. Mail Line leave Louisville at 10 00 A. M. and 4 00 P. M., connecting at Cincinnati with the early morning trains East.

Eastward from Indianapolis.

		No. 2.	No. 4.	Page.
L've Ind'napolis, *via Bellefont. Line.*	1 00 A. M.	7 35 P. M.	10 10 A. M.	214
Arr. Crestline.....	8 40 "	3 40 A. M.	6 25 P. M.	
" **Pittsburg**....	4 25 P. M.	11 45 "	2 00 A. M.	219
" Cleveland.....	12 00 NOON	6 55 "	9 50 P. M.	214
" Dunkirk.....	5 27 P. M.	12 37 P. M.	3 20 A. M.	128
" **Buffalo**.....	7 00 "	2 10 "	4 45 "	
" **Niag. Falls**..	8 35 "	4 50 "	10 10 "	124
L've Ind'napolis, *via Col. & Ind. R.*.	2 45 A. M.	7 55 P. M.	10 55 A. M.	210
Arr. Columbus.....	11 00 "	3 00 A. M.	7 55 P. M.	
" Bellaire.....	5 10 P. M.	10 20 "	10 20 A. M.	201
" **Pittsburg**....	7 20 "	12 00 NOON	12 00 NOON	218

Eastward from Cincinnati.

				Page.
L've Cincinnati, *via Lit. Miami R.*.		7 00 A. M.	8 00 P. M.	215
Arr. Columbus.....		11 00 "	1 00 A. M.	
" Bellaire.....		5 10 P. M.	10 20 "	201
" **Pittsburg**....		7 20 "	12 00 NOON	218
" Cleveland		3 50 "	6 55 A. M.	214
" Dunkirk.....		9 15 "	12 37 P. M.	128
" **Buffalo**.....		10 45 "	2 10 "	
" **Niag. Falls**..			4 50 "	124
L've Cincinnati, *via At. & Gt. W. R.*		9 00 A. M.	7 10 P. M.	133
Arr. Salamanca.....		5 45 "	2 50 "	
L've Cincinnati, *via Mar. & Cin. R.*		6 30 A. M.	6 30 P. M.	203
Arr. **Parkersburg**		3 40 P. M.	4 50 A. M.	

Baltimore & Ohio Railway.

		No. 2.	No. 4.	Page.
L've Parkersb'g.		5 25 P. M.	10 30 A. M.	202
" Wheeling	9 45 P. M.	5 40 "	11 10 "	200
Arr. Grafton.....	2 30 A. M.	10 19 "	4 20 P. M.	
" **Baltimore**....	4 45 P. M.	11 10 A. M.	6 55 A. M.	
" **Washington**.	5 20 "	12 25 P. M.	8 40 "	201
" **Philadelphia**	11 30 "	6 30 P. M.	1 20 P. M.	109
" **New York**...	5 21 A. M.	10 15 "	4 54 "	87

Pennsylvania Central Railway.

		No. 2.	No. 4.	Page.
L've Pittsburg ..	2 40 A. M.	8 00 P. M.	12 45 P. M.	118
Arr. Harrisburg.....	12 05 P. M.	5 30 A. M.	10 30 "	
" **Baltimore**....	5 20 P. M.	9 20 "	2 30 A. M.	197
" **Washington**.	10 00 "	12 25 P. M.	5 15 "	201
" **Philadelphia**	4 10 P. M.	9 50 A. M.	3 00 A. M.	118
" **New York**...	7 52 "	1 22 P. M.	6 48 "	87, 117

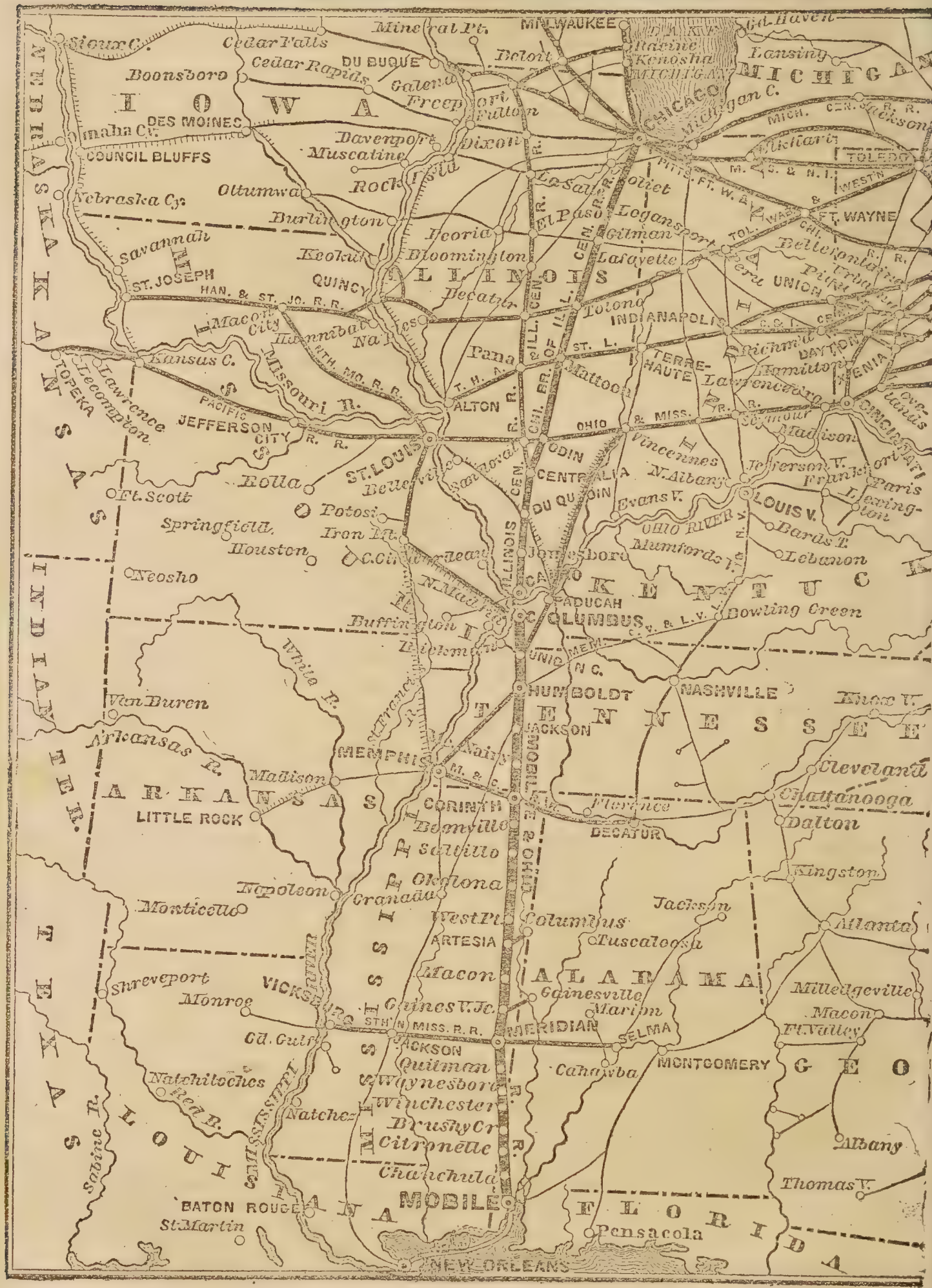
Erie Railway.

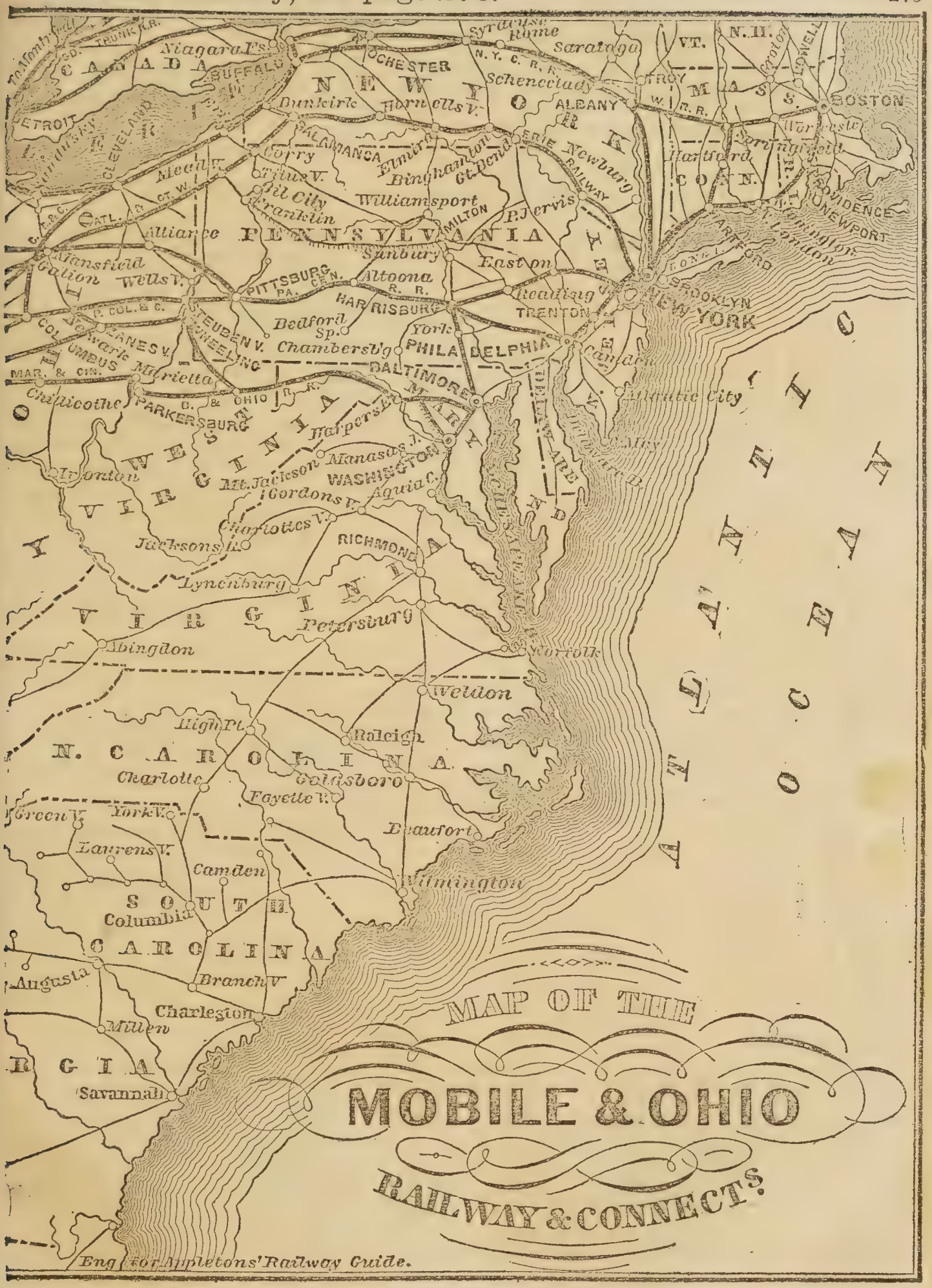
		No. 2.	No. 4.	Page.
L've Dunkirk....				102
" Buffalo.....	11 20 P. M.	2 50 P. M.	5 25 A. M.	102
" Salamanca.....		3 25 "	6 20 "	
Arr. Elmira.....	5 05 A. M.	8 41 "	11 45 "	
" **New York**...	4 15 P. M.	7 40 A. M.	10 40 P. M.	101

New York Central Railway.

		No. 2.	No. 4.	Page.
L've Buffalo.....	11 20 P. M.	2 50 P. M.	5 25 A. M.	123
Arr. Syracuse.....	4 10 A. M.	8 10 "	11 00 "	
" Albany.....	9 45 "	2 05 A. M.	4 50 P. M.	
" Saratoga.....		9 05 "	6 05 "	150
" **New York**...	4 15 P. M.	7 30 "	10 30 "	85
" **Boston**.....	5 05 "	3 50 P. M.	6 00 A. M.	171, 172

☞ Trains stop for meals at stations designated thus *.


Sioux C.
Cedar Falls
Cedar Rapids
Mineral Pt.
MILWAUKEE
Racine
Kenosha
Gd. Haven
Lansing
MICHIGAN
Boonsboro
DU BUQUE
Galena
Freeport
Fulton
Dixon
Davenport
Muscatine
Rock Island
I O W A
DES MOINES
Omaha Cy.
COUNCIL BLUFFS
Nebraska Cy.
Ottumwa
Burlington
Keokuk
Savannah
ST. JOSEPH
HAN. & ST. JO. R. R.
QUINCY
Macon City
Hannibal
Kansas C.
Lecompton
Lawrence
TOPEKA
Missouri R.
PACIFIC
JEFFERSON CITY R. R.
Rolla
Ft. Scott
Springfield
Houston
Neosho
Potosi
Iron Mt.
C. City
N. Madrid
Buffington
Bellevue
ST. LOUIS
Peoria
Bloomington
Decatur
Pana
ALTON
T. H. A.
MO. R. R.
ILLINOIS
CHICAGO
Michigan C.
Joliet
Logansport
Gilman
Lafayette
Tolono
INDIANAPOLIS
ST. L.
TERRE-HAUTE
Mattoon
OHIO & MISS.
ODIN
CENTRALIA
DU QUOIN
Jonesboro
CAIRO
PADUCAH
COLUMBUS
Evansv.
OHIO RIVER
Mumfordsv.
Vincennes
N. Albany
Jeffersonv.
LOUISV.
Bardstt.
Lebanon
Frankfort
Paris
Lexington
Bowling Green
KENTUCKY
Michigan C.
MICH. CEN. R. R.
Jackson
Michigan
TOLEDO
M. S. & N. I.
WESTN
PITTS. FT. W. & CHI.
WABASH
FT. WAYNE
TOL.
Bellefontaine
Urbana
Piqua
Peru
UNION
Richmond
Hamilton
DAYTON
Lawrenceb.
Madison
Seymour
DANVILLE
Overlands
CINCINNATI
Paris
Leaving-ton
Ohio R.
Mobile R.
Illinois R.
Cumberland R.
Tennessee R.
White R.
Arkansas R.
Red R.
Sabine R.
Mississippi R.
Van Buren
Arkansas R.
Madison
LITTLE ROCK
A R K A N S A S
MEMPHIS
M. & C.
CORINTH
Bethel
Bethesda
Okolona
Granada
Napoleon
Monticello
West Pt.
ARTESIA
Columbus
Tuscaloosa
Macon
Gainesville
Marion
MERIDIAN
SELMA
Shreveport
Monroe
VICKSBURG
Gd. Gulf
Natchitoches
Natchez
Jackson
Quitman
Waynesboro
Winchester
Brushy Cr.
Citronelle
Chanchula
MOBILE
BATON ROUGE
St. Martin
NEW ORLEANS
L O U I S I A N A
T E X A S
Florence
DECATUR
Huntsville
Cleveland
Chattanooga
Dalton
Kingston
Knoxv.
Jackson
Atlanta
Milledgeville
Macon
Ft. Valley
Albany
Thomasv.
Cahawba
MONTGOMERY
Pensacola
F L O R I D A
G E O
ALABAMA
TENNESSEE
NASHVILLE
HUMBOLDT
UNION
MEM. & C.
STH'N MISS. R. R.


MAP OF THE
MOBILE & OHIO
RAILWAY & CONNECTS.
Eng. for Appletons' Railway Guide.
CANADA
NEW YORK
PENNSYLVANIA
VIRGINIA
N. CAROLINA
SOUTH CAROLINA
GEORGIA
ATLANTIC OCEAN
Niagara Fs
BUFFALO
ROCHESTER
Syracuse
Rome
Saratoga
Schenectady
ALBANY
TROY
VT.
N.H.
MASS.
BOSTON
Lowell
Worcester
Springfield
Hartford
CONN.
PROVIDENCE
NEWPORT
Dunkirk
Hornellsv.
Corry
Elmira
Binghamton
Ct. Bend
Newburg
Williamsport
MILTON
P. Jervis
Mansfield
Galion
Wellsv.
Alliance
Sunbury
Easton
Altoona
PITTSBURG
Reading
TRENTON
BROOKLYN
NEW YORK
Bedford Sp.
HARRISBURG
York
Chambersbg
PHILADELPHIA
BALTIMORE
Camden
Atlantic City
Cambridge
Chillicothe
PARKERSBURG
Harpers F.
Manassas J.
WASHINGTON
Mt. Jackson
Gordons V.
Aquia C.
Charlottesv.
Jacksons R.
RICHMOND
Lynchburg
Petersburg
Abingdon
Norfolk
Weldon
High Pt.
Raleigh
Charlotte
Goldsboro
Fayetteville
Green V.
York V.
Laurens V.
Camden
Beaufort
Wilmington
Columbia
Augusta
Branch V.
Charleston
Millen
Savannah

MOBILE & OHIO RAILWAY.

Hon. A. Murdock, President; C. E. Rushing, Vice-President; L. J. Fleming, Chief Eng. & Gen. Supt.; J. P. Fresenius, Asst. Gen. Supt., Mobile, Ala. E. S. Hosford, Asst. Supt., Macon, Miss. J. J. Williams, Asst. Supt., Jackson, Tenn. B. W. Foster, Gen. Freight and Ticket Agent, Mobile, Ala.

Trains North.				Trains South.			
Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.			LEAVE ARRIVE			A. M.
4 00	9 45 A. M.	0	.....**Mobile**.....	472	11 00 A. M.	8 45
4 22	10 02 "	5	.....Whistler.....	467	10 44 "	8 27
4 45	10 25 "	11	.....Kushla.....	461	10 25 "	8 04
5 15	10 49 "	19	... Chunchula....	453	10 00 "	7 33
5 42	11 11 "	26	.Beaver Meadow.	446	9 36 "	7 07
6 10	11 35 "	33	...**Citronelle**...	439	9 11 "	6 35
P. M.	12 08 P. M.	44	....Deer Park....	428	8 37 "	A. M.
	1 30 "	63	....State Line....	409	7 35 "	
	1 54 "	71	... Buckatunna...	401	6 46 "	
	2 35 "	78	... Winchester ...	394	6 08 "	
	3 08 "	83	.**Waynesboro'**.	389	5 33 "	
	3 23 "	93	.....Red Bluff....	379	5 16 "	
	3 49 "	97	.....Shubuta.....	375	4 50 "	
	4 05 "	104	.. ..De Soto.....	368	4 33 "	
	4 38 "	109	....**Quitman**....	363	3 58 "	
	5 45 "	120	....Enterprise....	352	3 08 "	
	6 03 "	135	...**Meridian**....	337	2 50 "	
	6 25 "	140	.....Marion.....	332	2 27 "	
	6 49 "	147	.... Lockhart	325	2 04 "	
	7 20 "	153	....Lauderdale....	319	1 30 "	
	7 43 "	164	.Gainesville Junc.	308	1 04 "	
	8 10 "	169	...Sucarnochee...	303	12 35 "	
	8 30 "	183	.... Wahalak	289	12 11 "	
	8 52 "	188	.... Shuqulak	284	11 47 P. M.	
	9 28 "	198	.....Macon.....	274	11 09 "	
	10 17 "	211	.....Crawford.....	261	10 17 "	
	10 46 "	220	....**Artesia**.....	252	9 48 "	
	12 00 NI'HT	233	**Columbus**, Miss.		8 15 P. M.	
	11 02 P. M.	224	..... Mayhew.....	248	9 32 "	
	11 38 "	232	..**West Point**..	240	8 58 "	
	12 00 "	240	.... Loohatan	232	8 30 "	
	12 23 A. M.	245	.....Prairie.....	227	8 10 "	
	12 49 "	254	.....Egypt.....	218	7 40 "	
	1 18 "	261	....**Okolona**	211	7 15 "	
	2 05 "	274	..... Verona	198	6 28 "	
	2 21 "	279	.....Tupelo.....	193	6 10 "	
	2 50 "	287	.....Saltillo.....	185	5 21 "	
	3 08 "	292	....Gun Town....	180	5 04 "	
	3 25 "	297	.... Baldwyn	175	4 47 "	
	3 58 "	308	.....Boonville....	164	4 16 "	
	4 23 "	316	.....Rienzi.....	156	3 49 "	
	5 15 "	329	.... **Corinth** . ..	143	3 10 "	
	6 27 "	352	.....Bethel.....	120	1 46 "	
Exp.	6 46 "	358	.... McNairy	114	1 26 "	Exp.
P. M.	7 35 "	372	..... Pinson	100	12 35 "	A. M.
6 15	8 30 "	386	.... **Jackson**....	86	12 00 "	1 35
6 40	8 53 "	393	.....Carroll.....	79	11 15 A. M.	1 10
7 15	9 20 "	402	ar / lv **Humboldt** lv / ar	70	10 45 "	12 40
7 30	9 30 "				10 30 "	12 20
8 30	10 24 "	420	.....Dyer,.....	52	9 36 "	11 10
9 05	10 58 "	429	..... Kenton	43	9 00 "	10 31
9 27	11 20 "	437	.....Crockett.....	35	8 35 "	10 03
10 00	11 54 "	446	....Union City. ..	26	8 00 "	9 25
10 45	12 37 P. M.	459	..... Moscow.....	13	6 50 "	8 26
11 05	12 55 "	463	..... Clinton	09	6 26 "	8 00
11 30	1 20 "	472	...**Columbus** ...	0	6 00 A. M.	7 30
P. M.			(*Steamer*)			P. M.
			.....**Cairo**.....			
			ARRIVE LEAVE			

Connections. [*Sept.* 13.

At Mobile, with Morgan's Daily Line of splendid low-pressure Mail Steamers for New Orleans.

At Meridian, with Selma & Meridian and Southern Mississippi Railways for Selma, Demopolis, Jackson, Vicksburg, and all points on the New Orleans, Jackson & Great Northern and Miss. Central Railways.

At Gainesville Junction, with Gainesville Railway for Gainesville, Ala.

At Artesia, with Columbus Branch, for Columbus, Miss.

At Corinth, with Memphis & Charleston Railway for Memphis, Huntsville, Nashville, Louisville, Chattanooga, Lynchburg, Richmond, Washington, Philadelphia, and New York.

At Jackson, Tenn., with Mississippi Central Railway for Grand Junction, Holly Springs, Oxford, Grenada, Canton, Jackson, Vicksburg, and New Orleans.

At Humboldt, with Memphis & Ohio Railway for Memphis, Paris, Clarksville, Nashville, Bowling Green, and Louisville.

At Union City, with New Orleans & Ohio Railway for Paducah, and Packet Line from Paducah to Evansville.

At Cairo, via Transit Steamer "General Anderson," from Columbus, Ky.; with Illinois Central Railway and Connections for all points North, East, and West.

☞ This road is laid with a heavy *Fish-Bar Rail*, in every respect equal to a *continuous rail*, which prevents the rough, jarring, unpleasant motion, and noise, experienced on other roads.

It has been re-stocked with new and elegant Passenger Coaches, constructed with all the modern improvements, and new and comfortable Sleeping Cars, with clean bedding, are attached to all night trains.

There are fewer changes of cars on this Route than on any other Line between the Gulf of Mexico and the Northern, Western, and Eastern Cities.

☞ **Through Tickets** on sale at New Orleans, Mobile, and all the principal Offices North, East, and West, to all the principal cities North, South, and East; and in Cairo, and on transit steamer "Gen. Anderson" to all points South.

☞ Fare as low as any other route.

MONTGOMERY & WEST POINT RAILWAY.

C. T. Pollard, Pres., and Dan'l H. Cram, Eng. & Supt., Montgomery, Ala. [*July* 15.

Westward Trains. Pass.	Westward Trains. Acc.	Mls.	STATIONS. LEAVE ARRIVE	Mls.	Eastward Trians. Pass.	Eastward Trians. Acc.
P. M.	A. M.				NOON	P. M.
	2 40	0	..**West Point**[1]..	88		11 19
	3 30	11	.....Cusseta.....	77		10 10
	4 05	20	Rough and Ready	68		9 44
1 30	: :	0	..**Columbus**[2]..	92	12 00	: :
1 58	: :	7	.....Smith's.....	85	11 33	: :
2 57	: :	17	.....Salem.....	75	10 51	: :
3 30	: :		..... Yonges'		10 18	: :
3 47	: :	28	ar...Opelika...lv.	64	10 00	: :
3 56	4 40	24	lv..**Opelika**..ar.	64	10 00	9 18
4 26	5 11	28	.....Auburn.....	60	9 26	8 35
4 54	5 41	33	....Loachapoga...	55	9 00	7 59
5 13	6 05	40	.... Notasulga....	48	8 41	7 29
5 35	6 44	47	.....Chehaw.....	41	8 18	7 01
5 55	7 12	53	.....Franklin.....	35	7 49	6 24
6 08	7 37	60	.....Cowle's	28	7 36	6 07
6 34	8 10	66	.... Shorter's	22	7 10	5 32
6 44	8 21	70	.....Cliett's.....	18	7 01	5 18
7 07	8 46	77	...Mount Meigs...	11	6 38	4 45
8 00	9 45	88	.**Montgomery**[2].	0	5 45	3 40
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Columbus Train.—A train leaves Columbus for West Point at 7 15 a. m. Leaves West Point for Columbus at 2 25 p. m.

[1] Connects with Atlanta & West Point Railway.

[2] Connects with Southwestern & Muscogee Railway for Butler, Fort Valley, Macon, &c.

[2] Connects with Mobile & Montgomery Railway for Greenville, Sparta, Pollard, and Mobile. Also with Montgomery and Eufaula Railway, and with line of steamboats to Mobile, New Orleans, &c.

MONTGOMERY & EUFAULA RAILWAY.

Lewis Owen, Pres.; T. L. Mount, Sec. and Treas.; B. Dunham, Supt.; and H. W. Crittenden, Gen. Freight & Ticket Agt., Montgomery, Ala.

Going East. Acc.	Mls.	STATIONS. LEAVE ARRIVE	Mls.	Going West. Acc.
P. M.				A. M.
3 00	0	..**Montgomery**[1].	40	10 00
3 45	9	....Oak Grove....	31	9 00
4 00	12	...Perry's Mill...	28	8 42
4 25	15	....Pike Road....	25	8 20
5 05	20	.....Mathews	20	7 30
5 30	25	.....Mitchell's....	15	7 00
		(*Stages*)		
	40	**Union Springs**[2]	0	
P. M.		ARRIVE LEAVE		A. M.

[*Nov.* 25.

[1] Connects with Montgomery & West Point, and Mobile & Montgomery Railways, and with Steamers to Selma and all points on the Alabama River.

[2] Connects with Mobile & Girard Railway.

MOBILE & MONTGOMERY RAILWAY.

(*Late Alabama & Florida Railway.*)

Chas. T. Pollard, Pres., Montgomery, Ala. L. M. Wilson, Vice-Pres., Mobile, Ala. J. J. Beasley, Treas.; Geo. C. Ball, Aud.; G. Jordan, Gen. Supt.; C. P. Ball, Asst. Supt.; and C. L. Fitch, Gen. Ticket Agent, Montgomery, Ala.

Going South. Mail.	Mls.	STATIONS. LEAVE ARRIVE	Mls.	Going North. Mail.
P. M.				A. M.
8 10	0	.**Montgomery**[1].	186	5 30
8 57	10	....McGehee's....	176	4 42
9 57	22	...Letohatchee...	164	3 41
10 19	27	.... Givhan's	159	3 16
10 30	29	.....Calhoun.....	157	3 03
10 54	34	...Fort Deposit...	152	2 38
11 07	37	..... Summit.....	149	2 25
11 45	45	...**Greenville**...	141	1 52
12 09	51	.....Forest	135	1 23
12 22	54	.....Bolling	132	1 11
12 48	60	....Georgiana....	126	12 47
1 17	67	.....Garland.....	119	12 18
2 02	77	.....Gravella.....	109	11 32
2 23	82	....Evergreen....	104	11 12
2 44	87	.....Sparta.....	99	10 51
3 05	92	....Castleberry...	94	10 30
4 06	107	.....Brewton.....	79	9 29
4 39	114	....**Pollard**	72	9 00
5 12	122	..... Miles	64	8 08
5 45	130	.....Canoe.....	56	7 36
6 06	135	.....Williams.....	51	7 16
6 39	143	.....Perdido	43	6 44
7 00	148	...Dyas' Creek. .	38	6 24
7 29	155	...Bay Minette...	31	5 56
7 54	161	... Carpenter's ...	25	5 32
8 26	164	Steam .. Tenas .. Ferry	22	5 20
9 11	173	. Blakely .	13	4 20
10 26	186	.**Mobile**[2]	0	3 00
A. M.		ARRIVE LEAVE		P. M.

[1] Connects with Montgomery & West Point R'way.

[2] Connects with daily line of Steamers to New Orleans. [*May* 31.

MOBILE & NEW ORLEANS STEAMERS.

Leave Mobile for New Orleans (daily) at 3 00 p.m., arriving at New Orleans at 4 30 a.m.

Leave New Orleans for Mobile (daily) at 4 00 p.m., arriving at Mobile at 8 30 a.m. Fare, $10 00.

Connects at Mobile with Mobile & Montgomery and Mobile & Ohio Railways.

MISSISSIPPI, GAINESVILLE & TUSCALOOSA RAILWAY.

W. V. Hare, Pres.; Jonathan Bliss, Vice-Pres.; and A. W. McMahon, Sec. & Treas., Gainesville, Ala. [*Jan* 9.

A Mail train leaves Gainesville for Ramsey and Gainesville Junction at 3 00 p. m. Returning, leaves Junction at 5 00 a. m. Distance, 22 miles.

Connects at Gainesville with Stages running East. At Gainesville Junction, with Mobile & Ohio R'way.

Inland, or Berwick's Bay Route, between New Orleans, and all points in Texas.—N. O., O., & Gt. W. R. R., and Morgan's Line of Splendid iron-hulled Steamships.

Steamships leave Brashear for Galveston on Sundays, Tuesdays, Thursdays and Saturdays, (and for Rockport, taking passengers and freight for Corpus Christi and St. Mary's, weekly, on advertised days,) on the arrival of the 8 00 A. M. train from Algiers, opposite New Orleans. Passengers will take the Railway Ferry Boat, on the New Orleans side of the river, opposite Jackson Square, New Orleans, at 7 30 A. M. Passengers from the North and East, *via* Mobile, arrive in time to connect with the Railway Ferry at 7 30 A. M.*

☞ Procure Through Tickets at the Railway Office, No. 69 Canal Street, or at the Ferry Landing Ticket Office, New Orleans. Baggage checked through to Galveston at the Ferry Landing. Ferriage, and transportation of baggage across the river, free.

At Galveston, connection is made with Steamships for Indianola and Brazos; also with Railway and Steamboats for Houston; and at Houston with Railway and Stage Lines to all parts of Texas. Fare as low as by the lowest route.

* Steamship leaves Galveston at 12 00 noon, on Sundays, Mondays, Wednesdays and Fridays. Passengers arrive in New Orleans about 1 00 P. M., on Mondays, Tuesdays, Thursdays and Saturdays.

NEW ORLEANS, OPELOUSAS & GREAT WESTERN RAILWAY.

A. B. SEGER, Pres.; G. W. R. BAYLEY, Chief Eng. & Gen. Supt.; GEO. W. SQUIRES, Sec. & Treas., New Orleans, La. [*June* 1.

Going West. Express.	Mls.	STATIONS.	Mls.	Going East.
		Morgan's Daily Line of Steamers between Mobile and New Orleans.		
1 30 P. M.	0	L've....**Mobile**....Arr.	175	
Early in A. M.	175	arr..**New Orleans**..lve	0	
		New Orleans, Jackson & Great Northern Railway.		
4 30 P. M.		lve..**New Orleans**..arr		
		New Orleans, Opelousas & Gt. Western Railway.		
7 30 A. M.		lve..**New Orleans**..arr		
8 00 "	0	*By R. R. Ferryboat foot St. Ann St., opp. Jackson Sq.* .....**Algiers**..... *(Opposite New Orleans.)*	80	
9 12 "	24	.....Boutte.....	56	
10 36 "	52	.....**Lafourche**.....	28	
11 18 "	66	.....Tigerville.....	14	
12 00 NOON	80	arr.....**Brashear**...lve	0	
		Morgan's Line of Steamships to Galveston and Indianola.		
1 00 P. M.	0	lve....**Brashear**....arr	240	
Early in A. M.	240	.....**Galveston**.....	0	
		ARRIVE LEAVE		

The Texas Train East leaves Brashear on arrival of the Morgan Steamship from Galveston.

☞ Trains run every day, Sundays included. The Texas Trains run on Steamship days, each way in connection with same.

MISSISSIPPI & TENNESSEE RAILWAY.

F. M. WHITE, Pres.; A. S. LIVERMORE, Gen. Supt; C. P. OAKLEY, Gen. Freight & Ticket Agent, Memphis, Tenn. [*Aug.* 16.

Acc.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Acc.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
5 00	3 05	0	....**Memphis** [1]...	100	3 00	8 30
5 31	3 28	8	.....White's.....	92	2 37	8 00
5 47	3 40	12	....Horn Lake....	88	2 26	7 43
6 26	4 09	22	...**Hernando**....	78	1 57	7 04
7 01	4 35	31	.....Coldwater....	69	1 32	6 29
7 24	4 52	37	.....Senatobia....	63	1 15	6 06
7 51	5 12	44	.....Como.....	56	12 55	5 38
8 15	5 45	50	.....Sardis.....	50	12 38	5 15
	6 11	59	...**Batesville**....	41	11 57	
	6 26	64	....Long Creek....	36	11 43	
	6 32	66	.....Pope's.....	34	11 37	
	6 49	72	.....Harrison.....	28	11 20	
	7 06	78	.....**Oakland**....	22	11 03	
	7 32	87	.....Garner.....	13	10 37	
	7 47	92	.....Hardy.....	8	10 23	
	8 10	100	....**Grenada** [2]...	0	10 00	
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

[1] Connects with Memphis & Louisville and Memphis & Charleston Railways.
[2] Connects with Mississippi Central Railway.

NEW ORLEANS, JACKSON & GREAT NORTHERN RAILWAY.

G. T. BEAUREGARD, Pres.; T. S. WILLIAMS, Gen. Supt.; J. R. HULL, Asst. Supt.; R. S. CHARLES, Treas.; E. WARE, Gen. Ticket Agent, New Orleans. A. D. SHELDON, Gen. Trav. Agent. [*Nov.* 29.

Mail.	Exp.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
5 30	7 00	0	..**New Orleans**..	206	1 55	6 00
6 05	7 35	10	.....Kenner.....	196	1 25	5 25
6 50	8 20	24	.....Frenier.....	182	12 40	4 35
7 35	9 05	37	.....Manchac.....	169	11 55	3 45
8 05	9 36	48	...Ponchatoula...	158	11 20	3 10
8 40	10 15	58	.....Ticktaw.....	148	10 45	2 25
9 10	10 45	68	.....Amite.....	138	10 05	1 50
9 40	11 13	79	....Tangipahoa...	127	9 35	1 15
10 08	11 41	88	.....Osyka.. ...	118	9 05	12 45
10 55	12 25	98	...**Magnolia**...	108	8 30	12 10
11 28	1 00	108	.....Summit.....	98	7 45	11 28
11 55	1 30	119	...Bogue Chitto...	87	7 15	10 45
12 25	2 00	129	...Brookhaven...	77	6 45	10 10
1 05	2 35	139	...Beauregard....	67	6 10	9 35
1 33	3 03	149	....Hazlehurst....	57	5 35	8 55
2 03	3 31	158	..Crystal Springs..	48	5 05	8 20
2 28	3 56	167	.....Terry.....	39	4 35	7 50
2 53	4 25	174	.....Byram.....	32	4 10	7 25
3 30	5 00	183	...**Jackson** [1]...	23	3 30	6 50
3 55	5 25	190	.....Tugaloo.....	16	2 45	6 05
4 30	6 00	199	.....Calhoun.....	7	2 10	5 15
5 00	6 25	206	....**Canton** [2]....	0	1 40	4 45
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Con. with Sou. Miss. Railway. 2 Con. Miss. Cent. R'way.

MISSISSIPPI CENTRAL RAILWAY.

(Leased by the Southern Railroad Association.)

SAM. TATE, President; E. D. FROST, Gen. Supt.; and D. B. MOREY, Gen. Ticket & Freight Agent, Water Valley, Miss. [*Nov.* 8.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
6 30	5 15	0	....**Canton** [1]....	236	1 00	4 30
7 14	5 57	14	....Vaughan's....	222	12 20	3 44
8 00	6 38	28	.....Goodman....	208	11 35	2 52
8 52	7 29	44	.....West's.....	192	10 42	2 00
10 00	8 47	64	.....Winona.....	172	9 35	12 47
11 15	9 55	87	.....Grenada.....	149	8 25	11 29
12 03	10 40	104	....Coffeeville....	132	7 35	10 40
12 43	11 20	117	...Water Valley...	119	7 00	10 00
1 37	12 13	135	.....Oxford.....	101	5 50	8 35
2 05	12 41	145	....Abbeville.....	91	5 20	8 00
3 05	1 43	164	..Holly Springs..	72	4 20	6 50
3 26	2 04	171	...Hudsonville...	65	3 57	6 25
3 43	2 21	175	.....Lamar.....	61	3 40	6 00
4 30	3 00	189	ar } **Grand** { lv	47	3 00	5 00
4 45	3 20		lv { **Junct'n** [2] } ar		2 40	4 40
5 10	3 44	198	..Hickory Valley..	38	2 16	4 15
5 42	4 16	208	....**Bolivar**....	28	1 45	3 35
6 05	4 36	216	.....Toons'.....	20	1 24	3 10
6 35	5 06	224	.....Medon.....	12	12 54	2 35
7 10	5 41	236	....**Jackson** [3]...	0	12 19	1 55
A. M.	P. M.		ARRIVE LEAVE		P. M.	A. M.

1 Connects with New Orleans, Jackson & Gt. Northern Railway.
2 Mem. & Charleston Railway. 3 Mobile & Ohio Railway.

GREAT
SOUTHERN MAIL
ROUTE.
Engd. for Appletons' Railway Guide.

GREAT SOUTHERN MAIL ROUTE,

Comprising the following Railroads:

Orange, Alexandria & Manassas, Virginia & Tennessee, East Tennessee & Virginia, East Tennessee & Georgia, Memphis & Charleston, Western & Atlantic, Nashville & Chattanooga.

QUICKEST AND SHORTEST ROUTE TO NEW ORLEANS, MEMPHIS, ATLANTA, NASHVILLE, AND ALL INTERMEDIATE POINTS.

☞ *No Detention to Travelers by Omnibus and Ferry Transfers.*

PASSENGERS CHANGE CARS AT UNION DEPOTS.

CONDENSED TIME-TABLE, DECEMBER 1, 1868.

Going South.	Time.	Hours	Mls.
Leave New York	8 40 P.M.		
" Philadelphia	12 15 A.M.		
" Baltimore	4 15 "		
" Washington	6 00 "	9.00	230
" Alexandria	7 15 "	10.00	238
" Gordonsville	11 40 "	13.00	327
Arrive Charlottesville	1 15 P.M.	15.00	348
" Lynchburg	4 20 "	20.00	498
Leave Lynchburg	4 40 "		
" Bonsacks	7 55 "	23.00	545
" Abington	5 03 "	32.00	587
" Bristol	6 05 A.M.	33.00	612
" Jonesboro'	7 15 "	34.35	644
" Knoxville	1 14 P.M.	40.34	742
" Cleveland *	5 35 "	44.55	825
" Chattanooga †	7 40 "	47.00	850
Arrive Nashville	4 45 A.M.	56.00	1001
Leave Huntsville	1 55 A.M.	53.00	947
" Tuscumbia	5 08 "	56.00	1014
" Corinth	7 40 "	59.00	1066
" Grand Junction	9 50 "	61.00	1107
Arrive Memphis	12 45 P.M.	62.00	1159
" New Orleans	1 55 "	84.00	1473
" Atlanta	3 35 A.M.	55.00	952
" Macon	1 30 P.M.	62.00	1055
" Selma	1 00 "		
" Eufaula	5 30 "		
" Montgomery	8 00 "		
" Columbus	6 15 "		
Arrive Mobile	12 26 A.M.		

Going North.	
Leave Mobile	3 00 P.M.
" Columbus	7 15 A.M.
" Montgomery	5 45 "
" Eufaula	7 20 "
" Selma	
" Macon	7 45 "
" Atlanta	6 45 P.M.
" New Orleans	5 45 "
" Memphis	12 40 "
" Grand Junction	3 30 "
" Corinth	5 38 "
" Tuscumbia	7 55 "
" Huntsville	11 02 "
" Nashville	6 00 P.M.
" Chattanooga	4 45 A.M.
Arrive Cleveland	6 27 "
Leave Knoxville	11 15 "
" Jonesboro'	4 55 P.M.
" Bristol	7 28 "
" Abington	8 21 "
" Bonsacks	5 30 A.M.
" Lynchburg	
" Lynchburg	9 00 "
" Charlottesville	12 05 P.M.
" Gordonsville	1 15 "
" Alexandria	5 55 "
Arrive Washington	6 30 "
" Baltimore	10 00 "
" Philadelphia	2 25 A.M.
Arrive New York City	6 00 "

* At Cleveland, change cars for Atlanta, Macon, and Montgomery, *via* Dalton.
† At Chattanooga, change cars for Memphis, Grand Junction, and Nashville.

From Chattanooga, via Atlanta.

L've Chattanooga, *via* W. & A. R.R.	5 50 P.M.
Arr. Atlanta	3 35 A.M.
L've Atlanta, *via* M. & W. R.R.	7 50 "
Arr. Macon	1 30 P.M.
L've Macon, *via* S. W. R.R.	8 00 A.M.
Arr. Eufaula	5 30 P.M.
L've Atlanta, *via* A. & W. P. R.R.	7 58 A.M.
Arr. Montgomery	8 00 P.M.
Arr. Columbus	6 15 "
L've Montgomery, *via* M. & M. R.R.	8 10 P.M.
Arr. Mobile	10 26 A.M.

L've Mobile, *via* M. & M. R.R.	3 00 P.M.
Arr. Montgomery	5 30 A.M.
L've Montgomery, *via* A. & W. P. R.R.	5 45 "
L've Columbus	7 15 "
Arr. Atlanta	5 20 P.M.
L've Atlanta, *via* W. & A. R.R.	6 45 "
Arr. Chattanooga	4 10 "
L've Eufaula, *via* S. W. R.R.	7 20 A.M.
Arr. Macon	4 50 P.M.
L've Macon, *via* M. & W. R.R.	7 45 A.M.
Arr. Atlanta	2 00 P.M.

☞ **For full Time-Tables of this Route, see pages 86, 87, 282, 283, 284, 279, 286, 285.**

☞ **THROUGH TICKETS** can be procured and baggage checked and called for at the General Office, **229 Broadway, New York.** Tickets also for sale at 193 and 681 Broadway, and Dodd's Express, 944 Broadway, and at all the principal hotels. *Full satisfaction guaranteed to the traveling public.*

J. B. YATES, Gen. East. Passenger Agent.

CHESAPEAKE & OHIO RAILWAY.

(Late Virginia Central Railway.)

E. Fontaine, Pres.; H. D. Whitcomb, Chief Eng. & Gen. Supt.; G. S. Netherland, Asst. Supt.; J. Garrett, Treas.; J. F. Netherland, Gen. Ticket Agent, Richmond, Va. [*Oct.* 1.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 30	7 15	0	...**Richmond** [1]..	205	5 25	9 30
4 00	7 45	9	..... Atlee's.....	196	4 55	9 00
4 27	8 12	18	Hanover Court H.	187	4 27	8 31
5 00	8 40	28	.....Junction.....	177	3 57	7 55
5 20	8 59	33	..... Noel's.....	172	3 40	7 40
5 45	9 22	40	...Beaver Dam...	165	3 13	7 14
6 00	9 38	45	.....Bumpass.....	160	2 58	6 56
6 20	9 53	50	.Frederick's Hall.	155	2 42	6 40
6 40	10 13	56	.. **Tolersville**...	149	2 22	6 20
7 00	10 31	62	..Louisa Court H..	143	2 02	5 58
7 18	10 48	67	....Trevilian's....	138	1 45	5 40
7 50	11 20	76	ar **Gordons-** lv	129	1 15	5 10
	11 35		lv **ville** [2] ar		1 05	
	11 50	81	.....Lindsay's.....	124	12 53	
8 12	11 57	83	..... Cobham.....	122	12 45	4 45
8 37	12 30	90	..... Keswick.....	115	12 25	4 23
9 00	1 00	97	**Charlottesville**	108	11 57	4 00
P.M.	1 10	98	.Lynchburg Junc.	107	11 42	A.M.
Monday, Wednesday and Saturday.	1 33	104	.....Ivy.....	101	11 21	Monday, Wednesday and Saturday.
	1 43	107	.Mechum's River.	98	11 08	
	2 13	115	....Greenwood....	90	10 45	
	2 27	119	.....Afton.....	86	10 32	
	2 45	124	...Waynesboro'...	81	10 15	
	3 03	129	....Fishersville...	76	9 56	
	3 28	136	ar lv **Staunton** [3] lv	69	9 35	
	3 53		lv ar		9 10	
	4 17	144	.... Swoope's ...	61	8 45	
	4 33	149	..N. M. Summit..	56	8 30	
	5 03	159	....Craigsville	46	7 57	
	5 33	168	.....Goshen [4].....	37	7 30	
	5 56	176	...**Millboro'** [5]...	29	7 05	
	6 21	178	..Mason's Tunnel..	27	6 40	
	6 50	186	.....Griffith's.....	19	6 15	
	7 20	195	..Jackson's River..	10	5 42	
	7 55	205	...**Covington** [6]..	0	5 10	
	P. M.		ARRIVE LEAVE		A. M.	

1 Junction of Richmond & Petersburg, Richmond, Fredericksburg & Potomac, and Richmond & Danville Railways.
1 Connects with Richmond & York River Railway.
2 Junction of Orange & Alexandria Railway.
3 Stages to Weyer's Cave, 17 mls., and Stroblings Springs, 12 mls.
4 Stages to Lexington, 21 miles; Natural Bridge, 35 miles; and Rockbridge Alum, 8 miles.
5 Stages to Bath Alum, 10 mls.; Warm, 15 mls.; Hot, 20 mls.; and Healing Springs, 23 mls.
6 Stages to White Sulphur, 21 mls.; Blue Sulphur, 47 mls.; Red Sweet, 23 mls.; Old Sweet, 24 mls.; Salt Sulphur, 45 mls.; and Red Sulphur Springs, 62 mls.

WASHINGTON COUNTY RAILWAY.

C. A. Burton, Supt.

Trains leave Brenham at 7 00 a. m. and 2 25 p. m.; arriving at Hempstead at 9 30 a. m. and 4 45 p. m.

Leave Hempstead for Brenham at 10 30 a. m. and 6 00 p. m., arriving at Brenham at 1 00 & 8 30 p. m. Distance, 25 miles.

Connects at Hempstead with Texas Central Railway, and at Brenham with stages to Austin.

ORANGE, ALEXANDRIA & MANASSAS RAILWAY.

John S. Barbour, President; H. W. Vandegrift, Gen. Supt.; and J. M. Broadus, Gen. Ticket Agent, Alexandria, Va. [*Nov.* 15.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
	A. M.		LEAVE ARRIVE		P. M.	
	6 55	0	..**Washington**...	178		
	7 15	7	..**Alexandria** [1]..	171	5 55	
	7 35	15	....Springfield....	163	5 36	
	7 53	21	.....Burke's.....	157	5 20	
	8 04	24	..... Fairfax	154	5 08	
	8 17		.....Clifton.....		4 52	
	8 34	34	.. **Manassas** [2] ..	144	4 35	
	8 45	38	.....Bristoe.....	140	4 22	
	9 03	45	..... Catlett	133	4 00	
	9 14	47	.Warrenton Junc.	131	3 52	
	10 10		ar. **Warrenton**. lv.		2 50	
	9 32	54	.....Bealeton.....	124	3 30	
	9 42	58	..Rappahannock..	120	3 19	
	10 14	69	....**Culpeper**....	109	2 48	
	10 32	76	.....Mitchell's....	102	2 14	
	10 45	81	.....Rapidan.....	97	2 01	
	11 02	87	.....Orange.....	91	1 44	
	11 17	91	.....Madison.....	87	1 31	
	11 40	96	.**Gordonsville** [3].	82	1 15	
	12 00	103	.....Cobham.....	75	12 50	
	12 35	110	.....Keswick.....	68	12 30	
	1 15	117	**Charlottesville**	61	12 05	
	1 52	128	..North Garden..	50	11 23	
	2 11	133	....Covesville ...	45	11 09	
	2 28	140	..... Rockfish	38	10 47	
	2 50	148	....Lovingston....	30	10 25	
	3 02	152	.... Arrington ...	26	10 13	
	3 24	158	..New Glasgow .	20	9 51	
	3 40	164	... Amherst.....	14	9 35	
	3 55	170	.....McIvor's.....	8	9 20	
	4 20	178	..**Lynchburg** [4]..	0	9 00	
	P. M.		ARRIVE LEAVE		A. M.	

1 Connects with Washington & Alexandria Railway; also with Richmond, Fredericksburg & Potomac Railway.
2 Junction of Manassas Gap Railway.
3 Connects with Virginia Central Railway.
4 Connects with Virginia & Tennessee Railway.

MANASSAS TRAINS.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE ARRIVE		P. M.
7 15	0	..**Alexandria** [1]..	112	5 55
8 40	27	...**Manassas** [2]...	85	4 14
9 11	35	....Gainesville....	77	3 46
9 36	41	....Broad Run....	71	3 19
10 06	51	.....Salem.....	61	2 43
10 41	61	.....Piedmont....	51	2 04
10 56	65	.....Markham....	47	1 48
11 18	70	.....Linden.....	42	1 15
11 49	78	...Front Royal...	34	12 39
12 14	83	.....Buckton.....	29	12 14
12 36	88	....Strasburg [3]...	24	11 53
1 30	101	....Woodstock....	11	11 01
2 15	112	.**Mt. Jackson** [4].	0	10 15
P. M.		ARRIVE LEAVE		A. M.

1 Connects with Steamboat on the Potomac River.
2 Connects with Orange & Alexandria Railway.
3 Stages to Capon Springs.
4 Connects with Virginia Central Railway. Stages to Virginia Springs.

VIRGINIA & TENNESSEE RAILWAY.

Gen. Wm. Mahone, Pres.; Henry Fink, Supt.; Frank Huger, Master of Transportation; N. M. Osborne, Jr., Sec.; M. C. Jamison, Treas.; and J. W. Goodwin, Master of Roads, Lynchburg, Va. [*Nov.* 15.

Mail.	Mls.	STATIONS.	Mls.	Mail.
P. M.		LEAVE ARRIVE		A. M.
4 40	0	..**Lynchburg** [1]..	204	8 35
5 09	8	.....Clay's.....	196	8 06
5 20	11	.....Forest.....	193	7 57
5 40	16	..... Goode's	188	7 35
6 29	25	.....Liberty.....	179	7 02
6 49	30	.... Thaxton's....	174	6 40
7 16	37	.....Buford's.....	167	6 14
7 55	47	.... Bonsack's....	157	5 33
8 08	51	....Gish's Mill....	153	5 20
8 19	54	.....Big Lick.....	150	5 10
8 44	60	..... **Salem**.....	144	4 43
9 35	73	....Big Spring....	131	3 54
9 46	77	....Shawsville....	127	3 37
10 22	86	..Christiansburg..	118	3 00
11 05	97	..... Central	107	2 20
11 36	105	..... **Dublin**.....	99	1 45
12 07	112	.....Martin's.....	92	1 13
12 39	119	..... Clark's	85	12 41
1 00	125	..Max Meadows.	79	12 15
1 30	133	... Wytheville ...	71	11 42
2 19	146	...Mount Airy...	58	10 56
3 13	160	.....Marion.....	44	10 05
3 39	167	.Seven Mile Ford.	37	9 38
4 13	176	...Glade Spring...	28	9 08
5 03	189	.... Abingdon	15	8 21
5 55	204	....**Bristol** [2]....	0	7 28
A. M.		ARRIVE LEAVE		P. M.

1 Connects with Orange & Alexandria and South Side Railways for points North and South, via Washington and Danville.
2 Connects with East Tennessee & Virginia Railway.

SOUTH SIDE RAILWAY.

Gen. Wm. Mahone, Pres.; E. A. Goodwyn, Master of Transportation; and J. W. Goodwin, Master of Roads, Petersburg, Va. [*Nov.* 10.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE ARRIVE		P. M.
8 15	0	..**Petersburg** [1]..	123	5 25
8 54	10	...Sutherland's...	113	4 44
9 30	20	.....Ford's.....	103	4 06
9 55	27	.....Wilson's.....	96	3 41
10 10	31	.... Wellville	92	3 27
10 33	37	Black's & White's	86	3 03
10 57	43	.....Nottoway....	80	2 39
11 40	52	..**Burkeville** [2]..	71	2 00
12 14	60	.....Rice's.....	63	1 03
1 16	68	.....Farmville....	55	12 15
2 00	80	.....Prospect.....	43	11 36
2 32	88	.... Pamplin's....	35	11 06
3 13	100	...Appomattox...	23	10 26
3 50	110	.....Concord.....	13	9 50
4 30	123	..**Lynchburg** [3]..	0	9 00
P. M.		ARRIVE LEAVE		A. M.

1 Connects with City Point Branch Railway; Richmond & Petersburg; Petersb. & Weldon; and Norfolk & Petersb. R'ways.
2 Crossing of Richmond & Danville Railway.
3 Connects with Vir. & Tennessee and Orange & Alex. Railways.

EAST TENNESSEE & VIRGINIA R'WAY.

Thos. H. Calloway, Pres.; J. C. Mitchell, Treas.; R. C. Jackson, Supt.; J. R. Ogden, Gen. Freight and Ticket Agent; and C. A. Hodge, Master Mechanic, Knoxville, Tenn. [*Nov.* 16.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
5 37	0	.... **Bristol** [1]....	130	6 40
6 08	11	.....Union.....	119	6 07
6 37	20	..... Carter's.....	110	5 37
6 54	25	.....Johnson's....	105	5 21
7 32	32	.. **Jonesboro'** ..	98	4 57
7 47	37	.... Telfourd's....	93	4 41
8 16	47	..... Fullen's.....	83	4 12
8 50	56	....Greenville ...	74	3 39
9 52	75	.Rogersville Junc.	55	2 37
10 14	82	..**Russellville**..	48	1 55
10 37	88	...Morristown....	42	1 34
11 06	96	..... Talbot's.....	34	1 02
11 20	101	.. Mossy Creek ..	29	12 48
11 34	105	...New Market ..	25	12 34
12 06	114	Strawberry Plains	16	12 06
12 27	120	... McMillan's ...	10	11 44
12 54	130	...**Knoxville** [2]..	0	11 15
P. M.		ARRIVE LEAVE		A. M.

1 Connects at Bristol with the Virginia & Tennessee Railway, which connects at Lynchburg with the Petersburg & Lynchburg, Richmond & Petersburg, and Orange & Alexandria Railways for Richmond, Washington, &c.
2 Connects with E. Tennessee & Georgia Railway.

EAST TENNESSEE & GEORGIA RAILWAY.

Thos. H. Calloway, Pres.; R. M. Fisher, Sec. and Treas.; R. C. Jackson, Supt.; O. H. P. Rogan, Gen. Freight and Ticket Agent; and Eli Hixon, Master Mechanic, Knoxville, Tenn. [*Nov.* 16.

Mail.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mail.
	P. M.		LEAVE ARRIVE		A. M.	
	1 14	0	...**Knoxville** [1]..	112	11 07	
	1 29	5	..... Erin	107	10 50	
	1 59	13	.....Concord.....	99	10 20	
	2 28	22	.....Lenoirs.....	90	9 54	
	2 50	28	.... **Loudon**	84	9 29	
	3 09	34	...Philadelphia...	78	9 10	
	3 30	41	.. Sweet Water ..	71	8 49	
	3 42	45	.... Reagan's	67	8 37	
	3 54	49	...Mouse Creek...	63	8 26	
	4 13	55	.....**Athens**....	57	7 48	
	4 38	63	.....Riceville.....	49	7 27	
	4 59	70	....Charleston....	42	7 02	
	5 55	82	...**Cleveland** [2]..	30	6 27	
	6 19	91	....McDonald's...	21	5 54	
	6 42	97	.... Ooltawah	15	5 32	
	7 01	103	..... Tiner's	9	5 13	
	7 31	112	.**Chattanooga** [3].	0	4 45	
	P. M.		ARRIVE LEAVE		A. M.	

Dalton Branch.—A train leaves Cleveland for Dalton at 6 00 p. m. Leaves Dalton at 2 30 a. m.

1 Connects with East Tennessee & Virginia Railway.
2 Cleveland & Dalton Branch diverges.
3 Connects with Nashville & Chattanooga, Western & Atlantic, and Memphis & Charleston Railways.

MEMPHIS & CHARLESTON RAILWAY.

M. J. Wicks, Pres.; W. J. Ross, Gen. Supt.; and C. L. Anderson, Supt. Western Div., Memphis, Tenn. C. S. Williams, Supt. Eastern Div., Huntsville, Ala. A. A. Barnes, Gen. Ticket Agent, and Jos. C. Lopez, Gen. Freight Agent, Memphis, Tenn. [*Jan.* 10.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	P. M.		LEAVE ARRIVE		P. M.	P. M.
9 00	12 40	0	...**Memphis** [1]...	309	10 30	1 15
10 22	1 22	15	.. Germantown ..	294	9 44	12 23
11 05	1 48	24	....Collierville....	285	9 17	11 57
11 46	2 12	31	.... Lafayette	278	8 56	11 36
12 24	2 35	39	....**Moscow** [2]...	270	8 27	11 06
1 13	3 02	49	....La Grange....	260	7 56	10 37
1 35	3 30	52	.Grand Junction [3].	257	7 46	10 27
2 02	3 44	58	.... Saulsbury....	251	7 09	10 02
3 05	4 19	69	....Middleton	240	6 29	9 23
3 30	4 33	75	.. **Pocahontas**..	234	6 14	9 08
4 14	4 56	84	.....Chewalla.....	225	5 47	8 41
5 20	5 38	93	....**Corinth** [4]...	216	5 20	8 15
6 10	6 19	107	....Burnsville....	202	4 29	6 57
6 33	6 38	115	.....I-u-ka.....	194	4 05	6 32
7 06	7 07	127	.....Dickson.....	182	3 32	5 59
7 13	7 12	129	.... Cherokee	180	3 26	5 52
7 28	7 23	133	..... Barton	176	3 12	5 38
8 01	7 56	145	.. **Tuscumbia** [5]..	164	2 36	5 06
8 32	8 21	156	.... Leighton	153	2 04	4 38
8 55	8 43	163	....Jonesboro'....	146	1 42	4 17
9 30	8 57	169	.... Courtland....	140	1 23	3 58
9 51	9 16	177	.....Hillsboro'....	132	12 40	3 36
10 11	9 35	182	..... Trinity	127	12 24	3 20
10 33	10 00	188	....**Decatur** [6]...	121	12 01	2 57
10 52	10 18	194	...Bibb's Lane...	115	11 38	2 32
11 13	10 39	203	.....Madison.....	106	11 14	2 09
11 40	11 07	212	...**Huntsville**...	97	10 47	1 44
12 11	11 38	223	...Brownsboro'..	86	10 10	1 09
12 55	12 22	237	....Woodville....	72	9 23	12 22
1 22	12 48	248	... Larkinsville...	61	8 53	11 47
1 54	1 18	259	.... Bellefonte....	50	8 20	11 09
2 50	2 00	272	...**Stevenson** [7]..	37	7 45	10 30
			(*Nash. & C. R. R.*)			
5 30	4 30	309	.**Chattanooga** [8].	0	5 00	8 00
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Memphis & Ohio, and Mississippi & Tennessee Railways.
2 Somerville Branch diverges.
3 Junction of Mississippi Central Railway.
4 Crossing of Mobile & Ohio Railway.
5 Florence Branch diverges.
6 Connects with Nashville & Decatur Railway.
6 Steamboats—Tennessee, Ohio, and Missis. Rivers.
7 Connects with Nashville & Chattanooga Railway.
8 Connects with Western & Atlantic, and East Tennessee & Georgia Railways.

Somerville Br.—Leave Memphis for Somerville at 4 15 p.m. Returning, leave at 5 50 a.m.

Florence Br.—Leave Tuscumbia for S. Florence at 8 30 a.m. and 3 00 p.m. Returning, leave S. Florence at 7 35 a. m. and 2 00 p. m.

MEXICAN GULF RAILWAY.

(*NO TIME TABLE RECEIVED.*)

NASHVILLE & DECATUR RAILWAY.

J. W. Sloss, President and Gen. Supt.; R. N. Reynolds, Asst. Supt.; G. W. Seay, Act. Gen. Tkt. Agent; and W. G. Davis, Gen. Freight Agent, Nashville, Tenn. [*Jan.* 17.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
6 30	5 00	0	... **Nashville** [1]..	122	7 30	4 20
7 00	5 29	10	... Brentwood ...	112	7 00	3 54
7 16	5 39	13	.....Owens.....	109	6 50	3 45
7 40	6 00	19	... Franklin	103	6 30	3 25
8 04	6 20	25	..West Harpeth..	97	6 12	3 05
8 18	6 32	29	..**Thompson's**..	93	6 00	2 54
8 32	6 43	32	....Spring Hill....	90	5 50	2 45
8 48	6 55	36	..Carter's Creek..	86	5 35	2 33
9 10	7 17	42	...Duck River...	80	5 15	2 10
9 25	7 29	46	...**Columbia**...	76	5 00	1 57
9 48	7 49	52	...Hurricane....	70	4 43	1 39
10 03	8 03	56	..Pleasant Grove..	66	4 30	1 28
10 13	8 12	58	... Campbell's ...	64	4 20	1 18
10 34	8 30	64	.... Lynnville....	58	3 58	1 00
10 47	8 42	67	.....Buford's.....	55	3 45	12 50
10 55	8 49	69	.... Reynold's....	53	3 37	12 43
11 16	9 07	74	.....Wales.....	48	3 18	12 27
11 34	9 20	79	.....Pulaski.....	43	3 00	12 12
11 55	9 42	85	.... Richland	37	2 40	11 55
12 22	10 04	91	.....Prospect.....	31	2 13	11 34
12 30	10 12	94	.....Veto.....	28	2 05	11 28
12 53	10 32	99	.... Elkmont	23	1 45	11 09
1 29	11 02	107	.....**Athens**.....	15	1 15	10 42
1 45	11 20	112	....McDonald's...	10	12 40	10 24
2 15	11 44	119	..Decatur Junc.	3	12 12	10 00
2 20	11 50	122	....**Decatur** [2]...	0	12 05	9 55
A. M.	A. M.		ARRIVE LEAVE		P. M.	P. M.

An additional train leaves Nashville at 3 00 p.m., arriving at Columbia 5 30 p.m. Leaves Columbia at 7 30 a.m., arriving at Nashville 10 00 a.m.

1 Connects with Louisville & Nashville, Nashv. & Chattanooga, Nashv. & Northwestern, and Edgefield & Kentucky R'ways.
2 Connects with Memphis & Charleston Railway.
2 Steamers on the Tennessee River during season of navigation.

SOUTH PACIFIC RAILWAY.

Clinton B. Fisk, Gen. Supt.; T. C. Hanford, Asst. Supt.; Andrew Pierce, Jr., Managing Director; and J. H. Concannon, Gen. Freight and Ticket Agent, St. Louis, Mo. [*Nov.* 1.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
8 30	0	....**St. Louis** ...	127	5 15
10 50	38	.....**Pacific**.....	89	2 45
11 06	42	.... Catawissa....	85	1 56
11 15	44	..... Calvey	83	1 45
11 39	50	.....Moselle.....	77	1 26
12 01	56	.....St. Clair.....	71	12 58
12 30	66	.... Staunton ..	61	12 30
12 54	72	.....Sullivan.....	55	12 10
1 18	78	.....Bourbon.....	49	11 44
1 53	83	.....Harrison.....	44	11 24
2 29	91	..... Cuba	36	10 54
2 53	98	....Knobview....	29	10 30
3 31	109	.....Dillon.....	18	9 52
3 50	114	..... Rolla	13	9 35
4 25	124	..... York's	3	9 00
4 35	127	..**Little Piney**..	0	8 50
P. M.		ARRIVE LEAVE		A. M.

NASHVILLE & CHATTANOOGA RAILWAY.

E. W. Cole, Pres.; John W. Thomas, Supt.; W. A. Gleaves, Sec. & Treas.; W. L. Danley, Gen. Ticket Agent, and C. W. Anderson, Gen. Freight Agent, Nashville, Tenn. [*Dec.* 6.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
6 30	6 45	0	...**Nashville** [1]...	151	3 00	4 45
6 50	7 05	5	.....Glencliff.....	146	2 43	4 30
7 03	7 26	10	.....Antioch.....	141	2 29	4 15
7 20	7 47	16	....Lavergne....	135	2 10	3 55
7 40	8 07	21	.....Smyrna.....	130	1 53	3 40
8 00	8 25	26	....Florence....	125	1 35	3 25
8 20	9 05	32	**Murfreesboro'**	119	1 15	3 10
9 00	9 45	42	....Christiana....	109	12 21	2 40
9 15	10 00	45	...Fosterville...	106	12 08	2 35
9 35	10 20	51	...Bellbuckle...	100	11 50	2 10
9 55	10 40	55	....Wartrace [2]....	96	11 35	1 55
	12 30		..**Shelbyville**..		9 40	
10 25	11 10	62	....Normandy....	89	11 10	1 25
10 50	11 40	69	..**Tullahoma** [3]..	82	10 45	1 00
11 20	12 05	77	..Estell Springs..	74	10 20	12 40
11 40	12 45	82	...**Decherd**...	69	10 00	12 20
12 00	1 05	87	.....Cowan.....	64	9 40	12 00
12 50	1 50	96	....Catchings....	55	8 50	11 15
1 15	2 10	102	....Anderson....	49	8 25	10 48
2 00	2 50	113	...**Stevenson** [4]..	38	7 50	10 05
2 17	3 12	118	.....Bolivar.....	33	7 12	9 40
2 35	3 35	123	...Bridgeport....	28	6 55	9 25
3 05	4 05	129	...Shellmound...	22	6 30	9 00
3 35	4 40	137	....Whiteside....	14	6 00	8 30
4 10	5 10	145	...Wauhatchie...	6	5 17	8 00
4 30	5 30	151	.**Chattanooga** [5].	0	5 00	7 40
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Nashville & Decatur, Louisville & Nashville, Edgefield & Kentucky, and Nashv. & Northwestern R'ways.
2 Connects with Shelbyville Branch.
3 Connects with McMinnville & Manchester Railway.
4 Connects with Memphis & Charleston Railway.
5 Con. with East Tenn. & Ga., and Western & Atlantic Railways.

NEW ORLEANS & OHIO RAILWAY.

L. M. Flournoy, Pres.; J. J. Williams, Gen. Supt.; J. L. Dallam, Treas.; and T. A. Baker, Sec. & Gen. Ticket Agent, Paducah, Ky. [*March* 23.

Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 00	6 00	0	...**Paducah** [1]...	62	10 20	9 40
2 25	6 24	5	.....Bond's.....	57	9 55	9 15
2 43	6 42	9	.....Florence.....	53	9 38	8 55
2 53	6 52	11	.....Lydens.....	51	9 28	8 44
3 17	7 15	16	.....Viola.....	46	9 05	8 20
3 35	7 34	20	..Hickory Grove..	42	8 45	8 00
4 00	8 20	26	.....Mayfield.....	36	8 15	7 28
4 28	8 48	32	.....Pryor's.....	30	7 48	6 55
4 50	9 12	37	.....Wingos'.....	25	7 24	6 32
5 25	9 46	44	.....Morse's.....	18	6 50	5 55
5 55	10 15	50	.....Fulton.....	12	6 00	5 24
6 10	10 30	53	.....Pierce's.....	9	5 45	5 07
6 25	10 45	56	..Totten's Wells..	6	5 30	4 51
6 45	11 00	59	.N. O. & O. Junc. [2]	3	5 15	4 35
7 00	11 15	62	..**Union City** [3]..	0	5 00	4 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Evansville, Paducah & Cairo U. S. Mail Steamers.
2 Connects with Nashville & Northwestern Railway.
3 Connects with Mobile & Ohio Railway.

NASHVILLE & NORTHWESTERN R'WAY.

(*Leased to Nashville & Chattanooga R.R.*)

D. B. Cliffe, Receiver. A. L. Landis, Gen. Agent; W. A. Gleaves, Sec. & Treas.; W. L. Danley, Gen. Ticket Agent; and C. W. Anderson, Gen. Freight Agent, Nashville, Tenn. [*Dec.* 6.

Trains Leave.					Trains Arrive.	
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 10	5 00	0	...**Nashville** [1]...	170	6 10	6 30
3 34	5 20	6	....Bellemead....	164	5 47	6 00
3 57	5 40	13	.....Bellevue.....	156	5 25	5 40
4 13	6 00	17	....Newsom's....	153	5 07	5 21
4 24	6 13	20	.....Pegram.....	150	4 57	5 10
4 40	6 32	25	.Kingston Springs.	145	4 40	4 51
4 54	6 48	28	....Glendale....	142	4 27	4 37
5 03	7 20	31	...White Bluff...	139	4 20	4 28
5 28	8 00	38	.....Burns.....	132	3 55	4 00
5 43	8 23	42	....Smeedsville...	128	3 40	3 45
6 15	9 07	50	.....Gillem's.....	120	3 10	3 11
6 40	9 47	57	.....McEwen.....	113	2 45	2 43
7 25	10 40	67	.....Waverly.....	103	2 10	2 05
8 05	11 40	78	.**Johnsonville**	92	1 10	1 20
8 35	12 30	87	.....Camden.....	83	12 30	12 37
9 15	1 10	98	...Hollow Rock...	72	11 45	11 55
9 47	1 45	107	...Huntingdon...	63	11 05	11 18
10 05	2 05	112	.....Hico.....	57	10 43	10 58
10 40	2 35	119	...**McKenzie** [2]..	51	10 15	10 30
11 10	3 05	127	.....Gleason.....	43	9 45	9 30
11 40	3 35	134	.....Dresden.....	37	9 20	9 05
12 00	3 55	139	.....Ralston.....	31	9 00	8 45
12 30	4 18	145	.....Gardner.....	25	8 35	8 20
1 05	4 47	152	.N. O. & O. Junc.	18	8 10	7 55
1 20	5 00	156	..**Union City** [3]..	14	8 00	7 40
1 55	5 35	163	....State Line....	7	6 57	7 07
2 30	6 15	170	...**Hickman** [4]...	0	6 15	6 30
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

1 Connects with Louisville & Nashville, Nashville & Chattanooga, and Nashville & Decatur Railways.
2 Connects with Memphis & Ohio Railway.
3 Connects with Mobile & Ohio and N. Orleans & Ohio Railways.
4 Connects with Memphis & St. Louis Packet Line, and Atlantic & Miss. Steamship Co.

McMINNVILLE & MANCHESTER RAILWAY.

Chas. H. Irvin, Receiver. John G. Tannatt, Supt., McMinnville, Tenn. [*Jan.* 13.

Westward Trains.					Eastward Trains.	
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
	A. M.		LEAVE ARRIVE		P. M.	
	7 30	0	.**McMinnville** [1].	34	2 45	
	7 50	4	.....Smartt's.....	30	2 30	
	8 20	10	....Morrison....	24	2 00	
	8 50	16	...Summitville...	18	1 30	
	9 00	18	....Putman's....	16	1 10	
	9 25	22	..**Manchester**..	22	12 45	
	9 50	29	.....Concord.....	29	12 15	
	10 15	34	..**Tullahoma** [2]..	34	12 00	
	A. M.		ARRIVE LEAVE		NOON	

1 Connects with Stages for Sparta and the Oil Regions.
2 Connects with Nashville & Chattanooga Railway.

CENTRAL [Georgia] RAILWAY.

WM. M. WADLEY, Pres., and J. M. SELKIRK, Master Transportation, Savannah, Ga. [*July* 1.

Trains Leave.				Trains Arrive.		
Pass.	Pass	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
7 50	8 00	0	...**Savannah** [1]...	190	6 15	5 10
	8 30	9	..... Pooler.....	181	6 00	
		13	.. Bloomingdale ..	177		
	9 10	20	..... Eden	170	5 40	
	9 40	26	..... Marlow	164	5 10	
	9 55	30	..... Guyton	160	4 35	
		35	..... Brewer	155		
	10 30	40	.....Egypt.....	150	4 05	
	10 45	45	.....Oliver.....	145		
	11 00	50	...Halcyondale...	140	3 30	
	11 40	62	.... Ogeechee	128	2 53	
	12 20	70	...Scarborough...	120	2 25	
12 33	1 20	79	.....**Millen** [2]....	111	1 50	12 33
	1 32	83	...Cushingville...	107	1 07	
	2 00	90	.....Herndon.....	100	12 40	
	2 33	99	.... Bostwick	91	12 05	
	3 05	103	.... Sebastopol....	87	11 25	
		111	..... Spiers.....	79		
	3 37	122	.. .Davisboro'....	68	10 45	
	4 20	134	.....Tennille.....	56	10 00	
	4 50	146	.....Oconee.....	44	9 25	
	5 20	154	... Toomsboro'...	36	9 00	
	5 40	162	.... McIntyre	28	8 35	
	6 25	170	.....Gordon [3]....	20	8 10	
	7 05	181	.... Griswold	9	7 35	
6 55	7 30	190	.....**Macon** [4]....	0	6 55	6 25
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Charleston & Savannah and Savannah, Albany & Gulf Railways.
[2] Connects with Augusta & Savannah Railway.
[3] Connects with Milledgeville & Eatonton Railway.
[4] Connects with Macon & Western and Southwestern Railways.

Milledgeville and Eatonton Branch.—A train leaves Gordon at 7 40 p. m., arriving at Milledgeville at 8 58, and Eatonton at 11 00 p. m.

Leaves Eatonton at 2 50 p. m., Milledgeville 4 45 p. m., arriving at Gordon 5 50 p. m. Distance, 28 mls. Connects at Gordon with Central Georgia Railway.

AUGUSTA & SAVANNAH RAILWAY.

[*Operated by Central Georgia Railway.*]

Augusta to Millen.				Millen to Augusta.		
Pass.	Mxd.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
9 33	8 45	0	... **Augusta** [1] ...	53	3 13	5 38
10 07	9 20	9	..... Allen's	44	2 38	4 53
10 36	10 07	10	.... McBean's	33	2 10	4 07
10 50	10 35	25	...Green's Cut...	27	1 55	3 45
11 10	11 14	32	...Waynesboro'...	21	1 37	3 15
11 45	11 58	38	....Munnerlyn....	15	1 05	2 28
12 00	12 28	42	..... Lawton	11	12 45	2 03
12 13	12 45	53	.....**Millen** [2]....	0	12 33	1 40
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with South Carolina Railway.
[2] Connects with Central Georgia Railway.

WESTERN & ATLANTIC RAILWAY.

E. HURLBERT, Supt.; W. W. CLAYTON, Treas.; N. P. HOTCHKISS, Auditor; E. B. WALKER, Master Trans.; C. H. PHELPS, Gen. Ticket Agent; and JOHN H. FLYNN, Master Mechanic, Atlanta, Ga.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
5 50	4 40	0	.**Chattanooga** [1].	138	4 45	4 10
6 15	5 06		.....Boyce.....		4 19	3 45
6 34	5 25	10	...Chickamauga...	128	4 00	3 26
6 55	5 48		....Graysville....		3 39	3 04
7 20	6 11	23	.... Ringgold	115	3 18	2 42
7 52	7 00	31	..Tunnel Hill...	107	2 49	2 12
8 40	7 40	38	.....Dalton.....	100	2 21	1 44
9 13	8 11	47	.....Tilton	91	1 32	12 59
9 35	8 33	56	.....Resaca.....	84	1 11	12 37
9 56	8 55	60	.....Calhoun.....	78	12 50	12 15
10 30	9 27	69	... Adairsville ...	69	12 19	11 43
11 17	10 19	79	...**Kingston**....	59	11 48	11 11
11 42	10 43	86	.....Cass.....	52	11 27	10 36
12 04	11 09	91	... Cartersville .	47	11 11	10 16
12 10	11 14		.....Etowah.....		11 04	10 09
12 37	11 35	98	.... Allatoona	40	10 44	9 47
1 04	11 56		.....Acworth.....		10 21	9 24
1 29	12 17	103	....Big Shanty....	35	9 58	8 57
2 06	12 48	118	..... Marietta.....	20	9 27	8 22
2 26	1 04		.....Ruff's.....		9 11	7 46
2 47	1 20	130	.....Vining's.....	8	8 56	7 28
3 35	2 00	138	.....**Atlanta** [2]...	0	8 15	6 45
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with East Tennessee & Georgia and Nashville & Chattanooga Railways.
[2] Connects with Atlantic & West Point and Georgia Railways. [*Nov.* 17.

MACON & WESTERN RAILWAY.

A. J. WHITE, President. E. W. BRONSON, Master of Transportation. [*April* 12.

Mxd.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
6 30	7 55	0	....**Atlanta** [1]....	103	2 00	4 10
6 52	8 12	6	....East Point....	97	1 40	3 45
7 06	8 22	11	Rough and Ready	92	1 25	3 30
8 09	8 57	22	....Jonesboro'....	81	12 45	2 35
8 30	9 13	29	.....Lovejoy's....	74	12 09	2 13
9 07	9 37	36	..... Fayette.....	67	11 44	1 40
9 37	10 00	43	..... Griffin	60	11 23	1 10
10 02	10 18	49	....Thornton's....	54	11 00	12 40
10 32	10 45	54	.....Milner	49	10 45	12 20
11 02	11 08	61	....Barnesville....	42	10 15	11 45
11 20	11 23	66	.....Goggin s.....	37	9 58	11 22
11 42	11 40	71	.....Collier's.....	32	9 38	10 57
12 04	12 00	77	..... Forsyth.....	26	9 20	10 38
12 27	12 15	82	.....Smarr's.....	21	9 03	10 18
1 01	12 38	88	....Crawford's ...	15	8 45	9 56
1 31	1 00	95	.... Howard's	8	8 18	9 22
2 01	1 20		.... Junction		7 53	8 50
2 10	1 30	103	.....**Macon** [2]...	0	7 45	8 40
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Atlanta & West Point Railway; Georgia R'way; and West. & Atlantic R'way.
[2] Connects with Central Georgia and South-Western Railways.

SOUTHWESTERN & MUSCOGEE RAILWAYS.

Southwestern Railway.—Wm. S. Holt, Pres., and Virgil Powers, Eng. and Supt., Macon, Ga.
Muscogee Railway.—John L. Mustian, Pres., and W. L. Clark, Supt., Columbus, Ga. [*Nov.* 9.

Macon to Eufaula. | **Eufaula to Macon.**

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
8 00	0	.....**Macon** [1]....	143	4 50
8 45	12	...Echeconnee...	131	4 10
9 20	17	...Powersville...	126	3 37
9 52	28	...Fort Valley...	115	3 05
10 20	35	...Marshallville...	108	2 18
10 29	38	...Winchester....	105	2 06
11 09	48	...Montezuma....	95	1 30
11 56	56	.... Anderson	87	12 44
12 40	70	....Americus.....	73	11 59
1 13	80	.....Sumter.....	63	11 21
1 44	83	....Smithville....	60	11 10
1 46		....Smithville....		11 00
3 11	106	.....Albany.....		9 35
2 37	98	.....Dawson.....	45	10 13
2 53	102	..... Graves'.....	41	9 58
3 55	118	.....Cuthbert.....	25	8 58
4 04	120	.....Junction.....	23	8 48
4 34	128	.....Morris.....	15	8 16
5 21	141	...Georgetown...	2	7 29
5 30	143	.....**Eufaula**....	0	7 20
P. M.		ARRIVE LEAVE		A. M.

Macon to Columbus. | **Columbus to Macon.**

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
7 25	0	.....**Macon** [1]....	100	6 05
8 05	12	...Echeconnee...	88	5 29
8 20	17	.....Jackson.....	83	5 15
9 04	29	....Fort Valley...	71	4 37
9 24	36	.....Everett's.....	64	4 15
9 46	42	... Reynolds	58	3 54
10 18	50	.....Butler.....	50	3 30
10 50	60	.....Howard.....	40	2 59
11 29	70	.....Geneva.....	30	2 23
11 44	74	.....Juniper.....	26	1 55
12 10	80	.....Upatoie.....	20	1 32
1 22	100	...**Columbus** [2]..	0	12 25
P. M.		ARRIVE LEAVE		P. M.

[1] Connects with Central (Ga.), and Macon & Western Railways.
[2] Connects with Mobile & Girard and Opelika & Columbus Railways.

Fort Gaines.—Mail train leaves Cuthbert for Ft. Gaines at 3 57 p. m. Leaves Fort Gaines for Cuthbert and Macon at 7 05 a. m. Distance, 22 miles.

CARROLLTON & ONEIDA RAILWAY.

I. Eberrole, President, and H. A. Stidger, Supt., Carrollton, O.

A train leaves Carrollton for Oneida at 3 00 A. M. Returning, leaves Oneida on arrival of Mail Train of the Cleveland & Pittsburg Railway. Distance, 12½ miles. Fare, 50 cents.

GEORGIA RAILWAY.

John P. King, Pres., and E. W. Cole, Gen. Supt., Augusta, Ga. [*March* 29.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A.M.		LEAVE ARRIVE		P. M.	A.M.
8 45	7 10	0	.... **Augusta**....	171	3 30	5 30
4 25	7 45	11	..... Belair.....	160	3 00	4 55
5 25	8 35	21	.....Berzelia.....	150	2 20	4 16
6 10	9 07	29	..... Dearing.....	142	1 34	3 37
6 51	9 38	38	.... Thomson	133	1 01	3 01
7 31	10 15	47	.....Camak.....	124	12 23	2 26
8 26	10 55	57	.....Barnett.....	114	11 37	1 35
8 57	11 20	65	..Crawfordsville..	106	11 15	1 10
9 38	12 15	76	...Union Point...	95	10 35	12 34
10 09	12 41	84	... Greensboro'...	87	10 10	12 08
10 40	1 05	89	..... Oconee	82	9 46	11 47
11 20	1 30	97	... Buck Head ...	74	9 26	11 22
11 45	1 54	104	.....Madison.....	67	9 06	10 55
12 20	2 29	113	.....Rutledge.....	58	8 39	10 25
12 50	2 55	120	...Social Circle...	51	8 15	10 00
1 31	3 32	130	....Covington....	41	7 36	9 26
2 10	4 12	141	.....Convers.....	30	7 05	8 50
2 35	4 38	147	.....Lithonia	24	6 41	8 23
3 05	5 09	156	.Stone Mountain.	16	6 10	7 55
3 38	5 45	165	.....Decatur.....	6	5 22	7 06
4 00	6 10	171	.... **Atlanta**	0	5 00	6 45
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Through Fare, $10.

Athens Branch.—Train leaves Union Point for Woodville, Maxey's, Antioch, Lexington, and Athens, daily, Sundays excepted, at 12 15 p. m.
Leaves Athens at 7 00 a. m. Fare, $2.50.

Augusta & Milledgeville R'way.—Train leaves Mayfield for Warrenton and Camak, daily, Sundays excepted, at – — a. m.
Leaves Camak at – — p. m. Fare, $1.00.

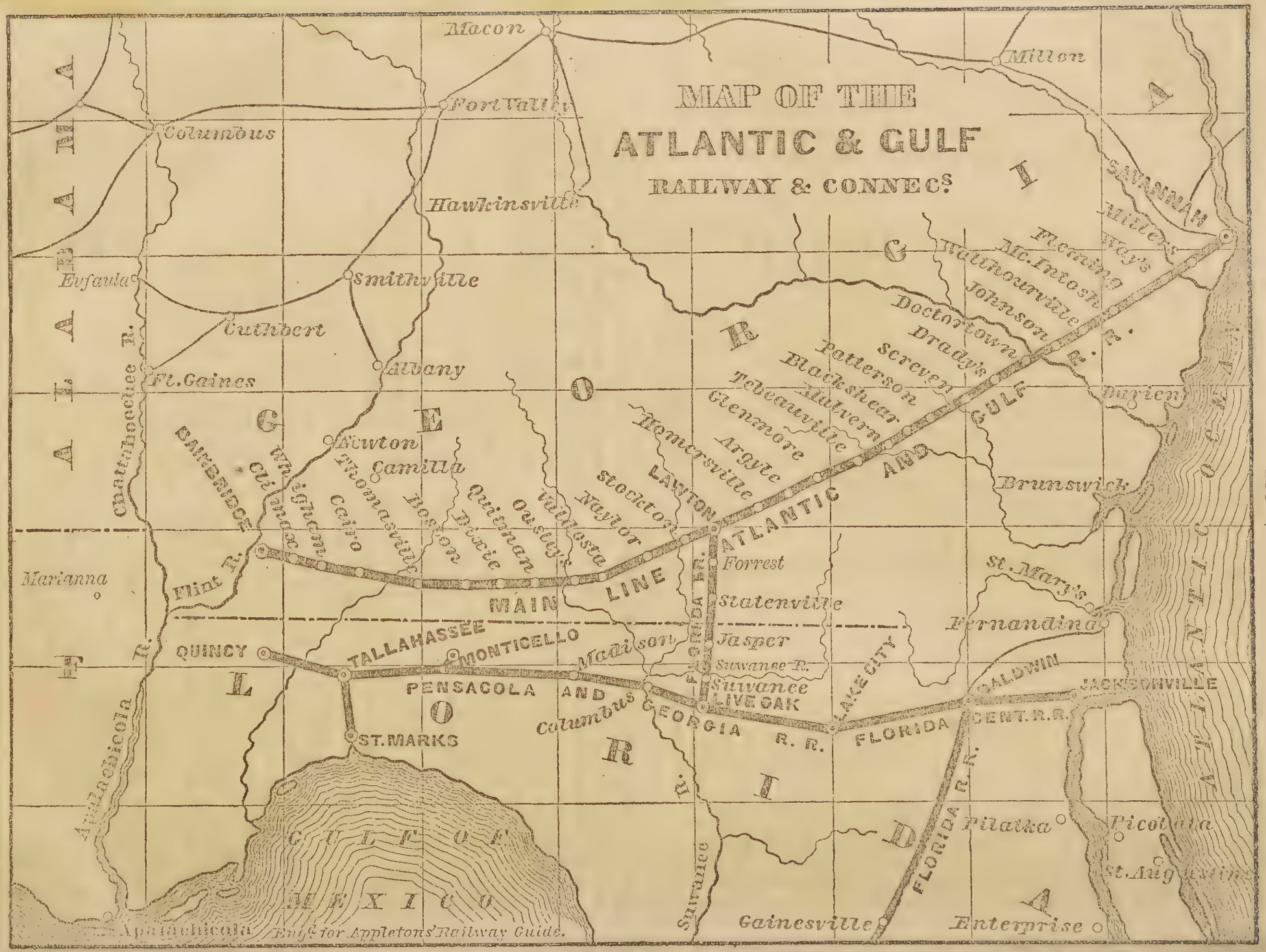
Washington Branch.—Train leaves Washington for Ficklin, Raytown, and Barnett, daily, Sundays excepted, at 9 00 a. m.
Leaves Barnett at 11 40 a. m. Fare, $1.00.
Connects at Barnett with main line.

ATLANTA & WEST POINT RAILWAY.

John P. King, Pres., Augusta, Ga. L. P. Grant, Supt., Atlanta, Ga. [*July* 20.

Mxd.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 00	7 58	0	.... **Atlanta** [1]....	87	5 25	10 00
3 30	8 18	6	....East Point....	81	5 05	9 35
4 30	8 53	18	.... Fairburn	69	4 34	8 53
5 05	9 14	25	.... Palmetto	62	4 09	8 21
6 30	9 59	40	.....Newnan.....	47	3 25	7 06
7 45	10 32	52	....Grantville...	35	2 50	6 16
8 30	10 59	59	... Hogansville...	28	2 27	5 25
9 55	11 38	72	.....Lagrange....	15	1 42	4 13
10 35	12 02	78	....Long Cane....	6	1 15	3 25
11 05	12 22	87	..**West Point** [2]..	0	12 55	3 00
P. M.	P. M.		ARRIVE LEAVE		P. M.	A. M.

[1] Connects with Georgia Railway, Macon & Western, and Western & Atlantic Railways.
[2] Connects with Montgomery & W. Point Railway.


MAP OF THE
ATLANTIC & GULF
RAILWAY & CONNECS.
Macon
Millen
Fort Valley
Columbus
Hawkinsville
Eufaula
Smithville
Cuthbert
Albany
Ft. Gaines
Newton
Camilla
Cairo
Thomasville
Boston
Quitman
Pavie
Ousley's
Valdosta
Naylor
Stockton
Homersville
Argyle
Glenmore
Tebauville
Malvern
Blackshear
Patterson
Screven
Drady's
Doctortown
Johnsonville
Walthourville
Mt. Moriah
Fleming
Millen's
Way's
Darien
Brunswick
St. Mary's
Fernandina
JACKSONVILLE
BALDWIN
Pilatka
Picolata
St. Augustine
Enterprise
Gainesville
Apalachicola
Marianna
Flint R.
Chattahoochee R.
Appalachicola R.
Suwanee R.
Suwanee
Suwanee R.
Jasper
Madison
Forrest
Statenville
Whigham
Cuthbert
BAINBRIDGE
QUINCY
TALLAHASSEE
MONTICELLO
PENSACOLA AND GEORGIA R. R.
Columbus
ST. MARKS
LIVE OAK
LAKE CITY
FLORIDA CENT. R.R.
FLORIDA R.R.
LAWTON
ATLANTIC AND GULF
MAIN LINE
SAVANNAH
GULF OF MEXICO
ATLANTIC OCEAN
ALABAMA
GEORGIA
FLORIDA
Engd for Appletons' Railway Guide.

ATLANTIC & GULF RAILWAY.

Col. JOHN SCREVEN, President; H. S. HAINES, General Superintendent; and D. MACDONALD, Treasurer, Savannah, Ga.

CONDENSED TIME-TABLE, *taking effect November* 1, 1868.

Night Express Train.

(*From Savannah to Jacksonville in* 12 *hours and* 30 *minutes.*)

Leave Savannah [1] daily (Saturdays excepted), at	7 00 P. M.	Leave Jacksonville [3] daily (Sundays excepted), at	7 15 P. M.
Arrive at Live Oak [2]	3 20 A. M.	Leave Live Oak [2]	11 40 P. M.
Arrive at Jacksonville [3]	7 30 A. M.	Arrive at Savannah [1] (except Mondays)	8 00 A. M.

Day Train.

Leave Savannah [1] daily (except Sundays), at	7 00 A. M.	Leave Bainbridge [2] daily (except Sundays), at	7 00 P. M.
Arrive at Bainbridge [2]	10 20 P. M.	Leave Quincy	8 27 A. M.
Arrive at Live Oak [3]	5 30 P. M.	Leave Tallahassee	10 45 A. M.
Arrive at Jacksonville [4]	1 30 A. M.	Leave Jacksonville [4]	10 18 A. M.
Arrive at Tallahassee	12 57 A. M.	Leave Live Oak [3]	7 20 A. M.
Arrive at Quincy	3 15 A. M.	Arrive at Savannah [1] (except Sundays)	6 00 P. M.

CONNECTIONS.

1 Connects with Central Railway, and New York, Philadelphia, Baltimore and Charleston Steamers.

2 Connects with Barnett's Line of Steamers for Columbus, Fort Gaines, Eufaula, Albany, and Apalachicola, on Mondays, Wednesdays and Fridays; returning, arrives at Bainbridge on same days.

3 Connects with Pensacola & Georgia Railway for Madison, Monticello, Tallahassee, Quincy, and St. Mark's.

4 Connects with Steamers on St. John's River.

Passengers to stations west of Lawton and Live Oak take Day Train from Savannah.

Passengers from Bainbridge connect at Lawton with Express Train for Savannah at 2 00 A. M.

Passengers from Tallahassee by Day Train connect at Live Oak with Express Train for Savannah at 11 40 P. M.

Kimball & Pullman's Palace Sleeping-Cars run through on Express Trains.

No change of Cars between Savannah and Jacksonville on Express Trains.

☞ Invalids and other travelers avoid the dangers and discomforts of a sea voyage by taking this Route. The time from Savannah to Jacksonville has been reduced to 12 hours and 30 minutes, making it the cheapest, quickest, and only reliable route.

Steamers leave St. Mark's for New Orleans, Apalachicola, and Pensacola, every Friday. Leave St. Mark's for Havana, Key West, Cedar Keys, and Tampa, every Wednesday.

Steamers leave Jacksonville for Pilatka, Enterprise, and all points on the St. John's River, every Sunday and Wednesday at 9 00 A. M.

☞ **Through Tickets, via Steamship,** from New York to Savannah, sold at the Company's Offices, No. 5 Bowling Green, 93 West Street, 88 Liberty Street, and 62 South Street, New York.

Sailing Days, every Tuesday, Wednesday, Thursday, and Saturday, at 3 00 P. M.

Leave Philadelphia every Saturday. Office, 136 Walnut Street.

Leave Charleston every Wednesday and Friday. Office, Accommodation Wharf.

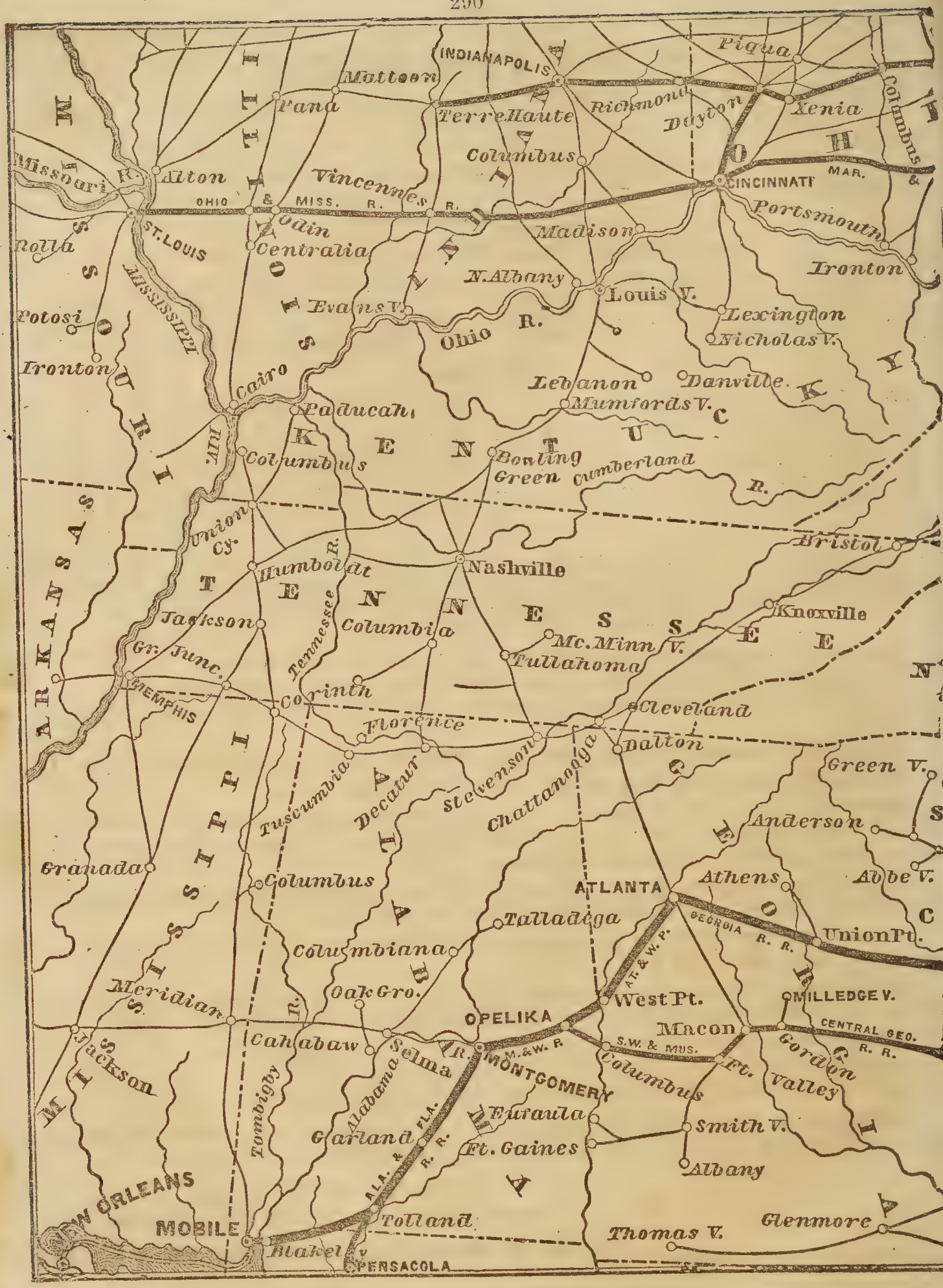
☞ **Through Tickets, via All-Rail,** sold at Company's Offices in New York, Philadelphia, Baltimore, Cincinnati, Louisville, Indianapolis, St. Louis, Chicago, Memphis, and Nashville.

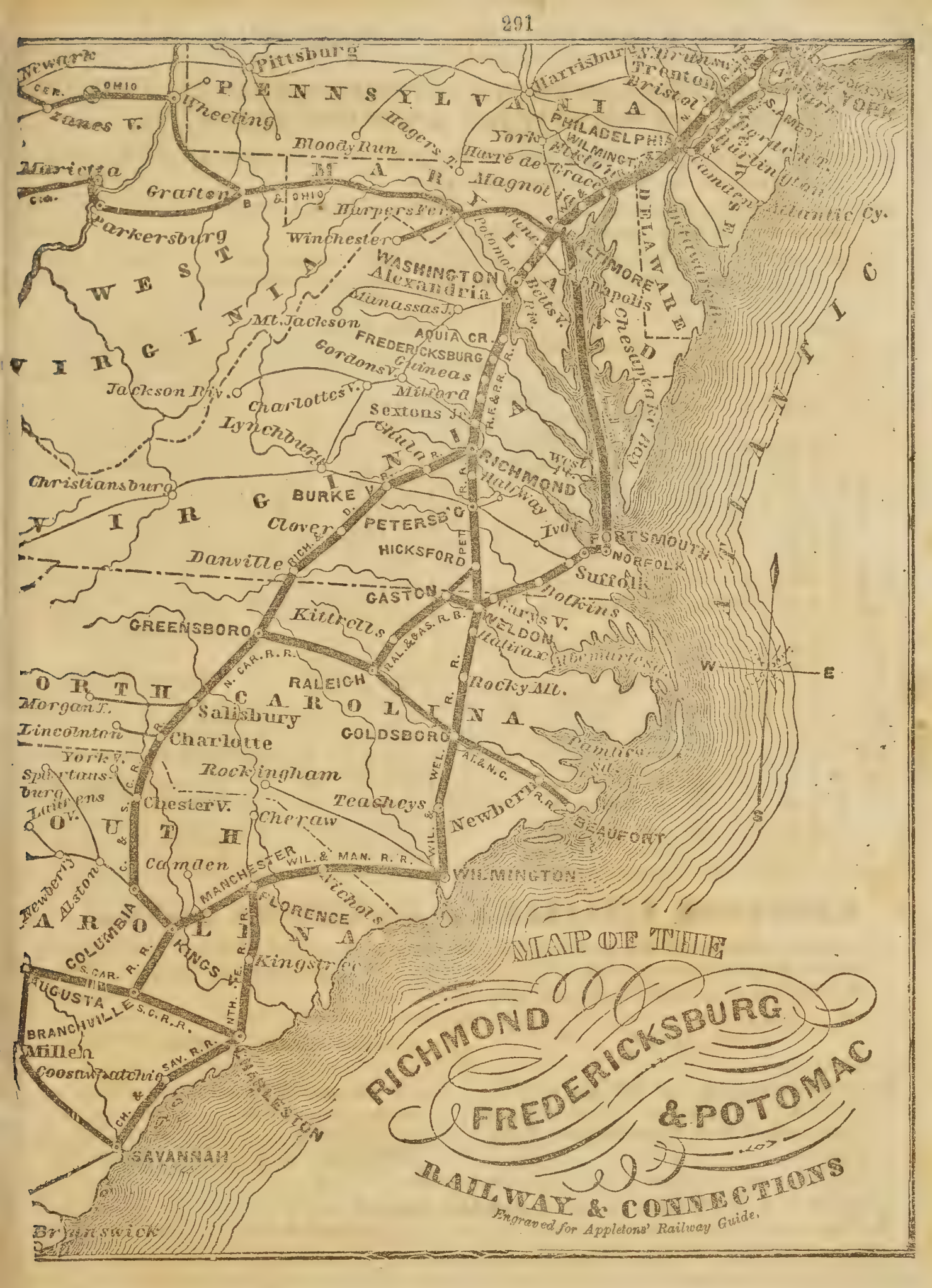
C. D. OWENS,

General Business Agent Atlantic & Gulf Railway,

40 & 42 Broadway, (Room 24,) New York.

NEW YORK, *November* 1, 1868.


INDIANAPOLIS
Piqua
Mattoon
Pana
Terre Haute
Richmond
Dayton
Xenia
Columbus
Missouri R.
Alton
Vincennes
CINCINNATI
OHIO & MISS. R.
MAR.
Portsmouth
ST. LOUIS
Rolla
Centralia
Madison
Ironton
N. Albany
Louis V.
Lexington
Potosi
Evans V.
Ohio R.
Nicholas V.
Ironton
Cairo
Lebanon
Danville
Paducah
Mumfords V.
Columbus
Bowling Green
Cumberland R.
Union Cy.
Bristol
Humboldt
Nashville
Jackson
Columbia
Knoxville
Gr. Junc.
Mc. Minn V.
Tullahoma
MEMPHIS
Corinth
Cleveland
Florence
Dalton
Tuscumbia
Decatur
Stevenson
Chattanooga
Green V.
Anderson
Granada
Columbus
ATLANTA
Athens
Abbe V.
Talladega
GEORGIA R. R.
Union Pt.
Columbiana
A. T. & W. P.
Meridian
Oak Gro.
West Pt.
MILLEDGE V.
OPELIKA
Macon
CENTRAL GEO. R. R.
Cahabaw
Selma
M. & W. P.
S. W. & MUS.
Gordon
Jackson
MONTGOMERY
Columbus
Ft. Valley
Tombigby R.
Alabama
Eufaula
Smith V.
Garland
ALA. & FLA. R. R.
Ft. Gaines
Albany
NEW ORLEANS
MOBILE
Tolland
Glenmore
Thomas V.
Blakely
PENSACOLA


MAP OF THE
RICHMOND
FREDERICKSBURG
& POTOMAC
RAILWAY & CONNECTIONS
Engraved for Appletons' Railway Guide.
PENNSYLVANIA
MARYLAND
WEST VIRGINIA
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
DELAWARE
ATLANTIC
Newark
Pittsburg
Wheeling
Zanesv.
Marietta
Grafton
Parkersburg
Bloody Run
Hagers T.
Harrisburg
Trenton
Bristol
PHILADELPHIA
WILMINGTON
Havre de Grace
Magnolia
Harpers Ferry
Winchester
WASHINGTON
Alexandria
Manassas J.
Mt. Jackson
FREDERICKSBURG
Aquia Cr.
Gordonsv.
Guineas
Milford
Sextons J.
Jackson Riv.
Charlottesv.
Lynchburg
Christiansburg
BURKE V.
Clover
PETERSB'G
RICHMOND
Halifax
Ivor
FORTSMOUTH
NORFOLK
Suffolk
Danville
HICKSFORD
GASTON
Dolkins
Kittrells
GREENSBORO
WELDON
RALEIGH
Rocky Mt.
Salisbury
Morganton
Lincolnton
Charlotte
GOLDSBORO
Rockingham
Teacheys
Chesterv.
Cheraw
Newbern
BEAUFORT
Camden
MANCHESTER
WILMINGTON
Newberry
Alston
COLUMBIA
FLORENCE
KINGS
Kingstree
AUGUSTA
BRANCHVILLE
Millen
Coosawhatchie
CHARLESTON
SAVANNAH
Brunswick
Pamlico Sd.
Albemarle Sd.
Atlantic Cy.
W
E
S

RICHMOND, FREDERICKSBURG & POTOMAC, RICHMOND & PETERSBURG AND PETERSBURG & WELDON RAILWAYS.

Richmond, Fredericksburg & Potomac Railway.—PETER V. DANIEL, President; S. RUTH, Supt. Trans.; and J. B. GENTRY, Gen. Ticket Agent, Richmond, Va. [*Dec.* 3.

Richmond & Petersburg Railway.—THOS. H. WYNNE, Pres.; E. H. GILL, Engineer and Supt.: and J. H. WOODCOCK, Gen. Ticket Agent, Richmond, Va. [*Dec.* 3.

Petersburg & Weldon Railway.—CHAS. F. COLLIER, Pres.; R. B. PEGRAM, Gen. Supt.; JAMES C. SPRIGG, Eng. & Asst. Supt.; and WM. H. BROWN, Gen. Ticket Agent, Petersburg, Va. [*Dec.* 3.

Trains South.					STATIONS.	Trains North.				
Ac.	Ac	Pass	Pass.	Mls.		Mis.	Pass.	Pass.	Ac.	Ac.
		P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.		
		7 00	7 00	0	Steam-boat. **Washington**[1]	216	6 45	6 10		
				8	Alexandria[2]	208				
		10 50	10 40	55	**Acquia Creek.**	161	3 15	12 45		
		11 42	11 23	70	**Fredericksburg**	146	2 25	11 48		
	A.M.	12 26	11 55	81	Guineas	135	1 49	11 04		P.M.
	6 20	1 04	12 23	92	Milford	124	1 26	10 37		6 00
	6 56	1 42	12 52	105	Chesterfield	111	12 52	10 00		5 27
	7 13	2 01	1 07	107	Junction	109	12 34	9 44		5 08
	7 23	2 09	1 13	110	Taylorsville	106	12 26	9 36		5 00
	7 42	2 32	1 29		Ashland		12 13	9 21		4 42
	8 14	3 02	1 51	122	Hungary	94	11 47	8 51		4 08
P.M.	8 50	3 45	2 25	130	arr / lve **Richmond** lve / arr	86	11 15	8 15	A.M.	3 30
4 10	A.M.	4 00	2 37				11 00	8 05	8 30	P.M.
4 47		4 33	3 05	138	Rice's	78	10 30	7 35	7 50	
4 57		4 41	3 13	141	Half Way	75	10 22	7 27	7 38	
5 09		4 47	3 19	143	Chester	73	10 13	7 18	7 18	
5 25		5 01	3 32	146	Port Walthall	70	10 03	7 08	7 05	
5 45		5 20	3 50	152	arr / lve **Petersburg**[3] lve / arr	64	9 45	6 50	6 40	
P.M.		6 00	4 20				9 10	5 50	A.M.	
		6 30	4 45	162	Reams	54	8 45	5 15		
		7 05	5 20	174	Stony Creek	42	8 10	4 45		
		7 40	5 50	182	Jarratt's	34	7 45	4 15		
		8 20	6 15	195	Belfield *	21	7 10	3 33		
		8 55	6 50	202	Pleasant Hill	14	6 35	3 10		
		9 20	7 15	212	Garysburg	10	6 10	3 00		
		9 30	7 30	216	**Weldon**[4]	0	6 00	2 50		
		A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.		

[1] Connects with trains of Washington Branch of Baltimore & Ohio R. R. for all points Northwest.

[2] Connects with Orange & Alexandria and Manassas Gap Railways.

[3] Connects with Norfolk & Petersburg Railway.

[4] Connects with Wilmington & Weldon Railway for all points South and S. W., making close and quick connections; and with Raleigh & Gaston Railway for Raleigh, Greensboro', Charlotte, and Columbia.

*** Gaston Branch.**

A train leaves Belfield Tuesday and Friday evenings on the arrival of the 4 20 P.M. train from Petersburg.

Returning, leaves Gaston at 5 30 A.M. on Wednesdays and Saturdays, making connection with the 6 00 A.M. train from Weldon.

WASHINGTON, ALEXANDRIA & GEORGETOWN RAILWAY.

J. H. LATHROP, Receiver for that portion of the road within the District of Columbia; and STEVENS & PHELPS, Receivers for that portion of the road in Virginia. O. A. STEVENS, Gen. Superintendent, and W. J. PHELPS, Gen. Manager.—*General Office*, Washington, D. C. [*Dec.* 3.

GOING SOUTH.

Leave Washington, from Baltimore Depot, at 6 20 A. M.; from Maryland Avenue Depot, at 7 00, 9 00 & 11 00 A. M., and 2 00, 4 20, 6 30 & 7 30 P. M.

GOING NORTH.

Leave Alexandria, from corner of Duke and Henry Streets, at 4 50 A. M. and 6 00 P. M.; from corner of King and St. Asaph Streets, at 6 00, 8 00 & 10 00 A. M., and 1 00, 3 00 & 5 20 P. M.

THIS IS THE ONLY **THROUGH ALL-RAIL ROUTE,** VIA WASHINGTON, between New York and the South, making close connections with the Baltimore & Ohio, and Orange, Alexandria & Manassas Railways. Sleeping-Cars on all night trains, and Baggage checked to all points South.

RICHMOND & DANVILLE AND PIEDMONT RAILWAYS.

A. S. Buford, Pres.; Thos. Dodamead, Gen. Supt.; E. A. Barber, Treas.; and John D. Blair, Auditor, Richmond, Va. [*Jan.* 15.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
A. M.	P. M.		LEAVE ARRIVE		A. M.	P. M.
8 30	2 45	0	...**Richmond** [1]..	189	10 50	5 20
8 35	2 50	1	... Manchester ...	188	10 45	5 13
		3	.... Rockfield	186		
		8	..... Powhite.....	181		
		11	..... Robiou's.....	178		
9 20	3 30	13	.... Coalfield.....	176	10 05	4 33
9 50	3 47	18	....Tomahawk....	171	9 48	4 15
10 03	3 59	23	.....Powhatan....	166	9 35	4 00
10 18	4 12	27	....Mattoax.....	162	9 21	3 33
10 31	4 25	31	..... Chula.....	158	9 11	3 23
10 46	4 40	36	..**Amelia C. H.**.	153	8 52	3 03
11 08	5 02	44	....Jetersville....	145	8 30	2 40
11 28	5 21	50	Jenning's Ordinary	139	8 12	2 20
11 38	5 33	54	..**Burkeville** [2]..	135	8 02	2 10
	5 53	61	.....Price's.....	128	7 20	
	6 08	65	.....Meherrin.....	124	7 09	
	6 31	74	.... Keysville	115	6 42	
	6 56	81	..Drake's Branch..	108	6 20	
	7 05	84	... Mossingford...	105	6 08	
	7 23	90	.....Roanoke.....	99	5 50	
	7 58	95	..... Clover.....	94	5 35	
	8 15	101	.... Scottsburg....	88	5 28	
	8 30	105	....Wolf Trap....	84	5 17	
	8 42	109	.....**Boston**.....	80	5 00	
	9 07	118	...New's Ferry...	71	4 36	
	9 34	127	... Barksdale's ...	62	4 08	
	10 01	135	.....Ringgold.....	54	3 46	
		140	....North Side....	49		
	10 18	141	.... **Danville**....	48	3 27	
	10 45	150	.....Pelham.....	39	2 59	
	11 05	156	.....Ruffin.....	33	2 42	
	11 30	165	....Reidsville	24	2 12	
	11 57	174	.....Benaja.....	15	1 46	
	12 20	181	.....Morehead....	8	1 26	
	12 45	189	.**Greensboro'** [3].	0	1 00	
A. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Fares, about 6 cents per mile.

[1] Connects with Richmond, Frederick & Potomac, and Virginia Central Railways.
[2] Connects with South Side Railway for Lynchburg.
[3] Connects with North Carolina Railway for Raleigh and Charlotte.

MEMPHIS & LITTLE ROCK RAILWAY.

John Robertson, Gen. Supt., and Geo. P. C. Rumbough, Asst. Supt., Memphis, Tenn.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE ARRIVE		P. M.
7 30	0	..**Huntersville**..	49	4 40
8 06	9	..... Hill's	40	3 59
8 42	18	...Bayou Meto...	31	3 23
9 17	24	... Brownsville...	25	2 59
10 02	33	..Prairie Center..	16	2 14
10 38	42	.....La Gruez.....	7	1 38
11 08	49	.**Duval's Bluff**.	0	1 10
A.M.		ARRIVE LEAVE		P. M.

RALEIGH & GASTON RAILWAY.

Dr. W. J. Hawkins, President; A. B. Andrews, Supt.; W. W. Vass, Treas.; J. M. Pool, Gen. Ticket Agent; and Thos. Badger, Sec., Raleigh, N. C. [*Jan.* 16.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
7 20	0	....**Raleigh** [1]....	97	4 45
7 49	6	.... Millbrook....	91	4 21
8 03	10	.... Huntsville....	87	4 03
8 26	16	..... Wake	81	3 42
9 29	27	... Franklinton...	70	3 00
10 00	37	.....Kittrell's.....	60	2 26
10 31	44	....Henderson....	53	1 37
11 07	54	....Junction [2]....	43	12 58
11 19	57	.... Ridgeway....	40	12 46
11 43	61	... Warrenton ...	36	12 29
12 10	66	.....Macon.....	31	12 10
12 48	76	.... Littleton	21	11 31
1 25	85	....**Gaston** [3]....	12	11 01
2 10	97	....**Weldon** [4]....	0	10 15
P. M.		ARRIVE LEAVE		A. M.

[1] Connects with North Carolina Railway.
[2] Junction of Roanoke Valley Railway.
[3] Connects with Gaston Br. of Petersburg Railway.
[4] Connects with Wilmington & Weldon and Seaboard & Roanoke Railways.

SEABOARD & ROANOKE RAILWAY.

J. M. Robinson, Pres.; E. G. Ghio, Supt. Trans.; R. Walke, Treas., Portsmouth, Va.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
6 00	0	..**Portsmouth** [1].	80	7 00
6 44	17	.....Suffolk.....	63	6 11
7 21	31	....Carrsville....	49	5 28
7 40	37	.... Franklin [2]...	43	5 12
8 18	50	....Newsom's....	30	4 33
8 36	54	.....Boykin's.....	26	4 18
8 45	57	... Branchville ...	23	4 04
9 05	63	.Margaretsville..	17	3 48
9 25	70	.... Seaboard	10	3 32
10 00	80	....**Weldon** [3]...	0	3 00
A. M.		ARRIVE LEAVE		P. M.

[1] Connects with Steamers for Baltimore, Philadelphia, New York, and Boston.
[2] Connects with Steamers for Edenton and Plymouth, and landings on Cheraw and Blackwater Rivers.
[3] Connects with Wilm. & Weldon and Raleigh & Gaston Railways. [*Jan.* 1.

ROME (Georgia) RAILWAY.

Wade S. Cothran, Pres.; C. M. Pennington, Supt.; and J. M. Stillwell, Freight Ag't, Rome, Ga.

A train leaves Rome for Kingston at 8 00 p. m., arriving at Kingston at 9 30 p. m.

Leave Kingston for Rome at 12 00 p. m., arriving at Rome at 1 30 a. m. Distance, 20 miles.

At Kingston, connects with Western & Atlantic Railway; and at Rome with steamboats to Greenport, Ala., 175 miles. [*June* 8.

WILMINGTON & WELDON RAILWAY.

Hon. R. R. Bridgers, Pres.; Col. S. L. Fremont, Eng. & Supt.; and W. M. Poisson, Gen. Ticket Agent, Wilmington, N. C. [*Nov.* 29.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
8 30	6 00	0	..**Wilmington** [1].	162	7 15	5 00
8 42	6 12	4	...Wrightsboro'...	158	6 57	4 47
8 58	6 27	9	....North East....	153	6 42	4 34
9 44	7 09	22	..... Burgaw....	140	6 00	3 56
10 06	7 30	29	South Washington	133	5 34	3 30
10 19	7 43	33	.... Leesburg.....	129	5 21	3 17
11 10	8 30	48	.....Magnolia.....	114	4 33	2 25
11 32	8 52	55	.....Warsaw.....	107	4 08	1 55
11 59	9 16	63	.....Faison's.....	99	3 43	1 30
12 19	9 37	70	...Mount Olive...	92	3 20	1 06
12 37	9 53	75	..... Dudley	87	3 04	12 51
1 10	10 25	84	..**Goldsboro'** [2]..	78	2 35	12 22
1 46	11 00	95	.....Nahunta.....	67	1 49	11 42
2 30	11 45	108	.....Wilson.....	54	1 07	11 01
2 57	12 09	116	.....Joyner's.....	46	12 39	10 32
3 27	12 38	125	..Rocky Mount [3]..	37	12 18	10 03
3 53	1 01	133	....Battleboro'....	29	11 47	9 36
4 29	1 37	143	.....Enfield.....	19	11 12	9 04
4 49	1 57	149	.....Ruggles.....	13	10 53	8 41
5 06	2 16	154	.....Halifax.....	8	10 41	8 25
5 30	2 50	162	....**Weldon** [4]....	0	10 15	8 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Raleigh & Gaston, Seaboard & Roanoke, and Petersburg Railways. Also with Steamboats on Roanoke River.
[2] Connects with North Carolina and Atlantic & North Carolina Railways.
[3] Connects with Tarboro' Branch, running between Rocky Mount and Sorbon.
[4] Connects with Wilmington & Manchester R'way. Also with Steamers sailing from Wilmington.

SPARTANBURG & UNION RAILWAY.

Thos. P. Jeter, Pres. & Supt., and F. H. Counts, Sec. & Treas., Union C. H., S. C.

	Pass.	Mls.	STATIONS.	Mls.	Pass.	
	A. M.		LEAVE ARRIVE		P. M.	
* Mondays, Wednesdays and Fridays.	*7 00	0	. **Spartanburg** .	68	3 20	+ Tuesdays, Thursdays, and Saturdays.
		4	..Cedar Springs..	64		
		6	.... Rich Hill.....	62		
		8	.... Batesville....	60		
	7 48	10	..... Pacolet	58	2 35	
		15	.....Gist's.....	53		
	8 30	19	...Jonesville....	49	1 55	
	9 40	28	....Unionville....	40	1 05	
		33	.... Gregory's	35		
	10 21	37	.....Santuc.....	31	12 08	
		40	....Fish Dam....	28		
		45	.....Simsville.....	23		
	11 12	48	.....Shelton.....	20	11 08	
	11 38	52	.....Lylesford....	16	10 42	
	12 05	56	.....Strother.....	12	10 15	
		62	....Peach Tree....	6		
	1 20	68	.....**Alston**	0	†9 00	
	P. M.		ARRIVE LEAVE		A. M.	

Connects at Alston with Greenville & Columbia Railway. [*Nov.* 2.

WILMINGTON & MANCHESTER RAILWAY.

Geo. C. Hull, Receiver; Wm. McRae, Gen. Supt.; W. A. Walker, Sec. & Treas.; and J. R. Latta, Gen. Tkt. Agt., Wilmington, N. C. [*May* 16.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
7 55	5 15	0	.. **Wilmington** [1].	171	7 55	5 12
8 12	5 29	3	....Brunswick....	168	7 39	4 52
8 32	5 46	9	.... Register's	162	7 19	4 32
9 00	6 12	17	.... Brinkley's...	154	6 55	4 07
9 33	6 39	27	.....Maxwell's....	144	6 24	3 32
9 58	7 18	34	... Flemington ...	137	6 03	3 09
10 31	7 47	44	....Whiteville	127	5 29	2 34
11 03	8 15	53	....Grist's	118	5 02	2 03
11 16	8 27	57	...Cerro Gordo...	114	4 47	1 46
11 37	8 44	63	.....Fair Bluff....	108	4 30	1 27
12 06	9 10	72	..... Nichols'.....	99	4 04	12 57
12 32	9 30	78	..... Mullins'.....	93	3 47	12 35
1 00	9 54	86	..... Marion	85	3 21	12 07
1 28	10 19	94	..Great Pee Dee..	77	2 56	11 38
1 58	10 47	101	....Mar's Bluff....	70	2 31	11 09
2 40	11 15	107	...**Florence** [2]...	64	2 10	10 45
3 30	11 49	119	.. Timmonsville ..	52	1 16	9 20
4 15	12 18	128	....Lynchburg....	43	12 49	8 10
4 55	12 47	137	.... Maysville	34	12 16	7 10
5 50	1 15	146	...Sumpterville...	25	11 50	6 10
6 40	1 49	157	....Manchester....	14	11 15	4 35
7 05	2 07	162	.....Wateree.....	9	10 58	3 55
7 55	2 47	171	..**Kingsville** [3] ..	0	10 18	3 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

An Accom. Train leaves Wilmington at 5 30 a.m., arr. at Florence at 4 27 p.m. Leave Florence at 4 30 a.m., arr. at Wilmington 6 00 p.m.

[1] Connects with Wilmington & Weldon Railway.
[2] Connects with Cheraw & Darlington and North-eastern Railways.
[3] Connects with South Carolina Railway.

FLORIDA RAILWAY.

E. N. Dickerson, Pres.; D. L. Yulee, Managing Director; and A. B. Noyes, Supt. of Trans. and Gen. Freight Agent, Fernandina, Fla. [*June* 8.

	Pass.	Mls.	STATIONS.	Mls.	Pass.	
	A. M.		LEAVE ARRIVE		P. M.	
	7 00	0	.. **Fernandina**..	99	4 20	
	7 55	12	...Hart's Road...	87	3 32	
	9 00	27	.....Callahan.....	72	2 22	
	10 35	47	.....Baldwin.....	52	1 00	
	11 45	62	... Trail Ridge ...	37	11 45	
	12 33	73	.....Starke.....	26	11 00	
	1 20	84	.....Waldo.....	15	10 05	
	2 20	99	... Gainesville ...	0	9 00	
	3 30		..... Archer.		7 50	
	5 10		...Otter Creek...		6 06	
	6 30		..**Cedar Keys**..		4 40	
	P. M.		ARRIVE LEAVE		A. M.	

At Fernandina, connects with Savannah, Charleston, and New York Steamers.

At Baldwin, with Pensacola & Georgia Railway for Tallahassee and Quincy.

At Cedar Keys, connects with the Alliance Line of Steamers; also with Steamer May, running direct to Mobile.

SELMA, ROME & DALTON RAILWAY.

A. D. Breed, Lessee. E. G. Barney, Supt. and Agent of Lessee; M. Stanton, Asst. Supt.; and Edgar Vliet, Gen. Ticket Agent, Selma, Ala.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
4 00	9 00	0	.... **Selma** [1]	198	1 00	12 20
4 45	9 35	9	....Burnsville....	189	12 25	11 40
5 50	10 25	22	...Plantersville...	176	11 39	10 25
6 38	11 06	32	....Maplesville....	166	11 06	9 28
7 26	11 31	40	.... Randolph	158	10 40	8 40
8 16	12 06	49	.....Ashby.....	149	10 08	7 35
8 26	12 11	51	.....Briarfield....	147	10 02	7 15
8 46	12 26	55	... Montevallo ...	143	9 48	6 44
9 20	1 08	62	....Lime Kiln....	136	9 24	6 00
P. M.		67	..Shelby Springs..	131		A. M.
	1 42	73	....Columbiana...	125	8 30	
	2 11	81	... Wilsonville	117	8 00	
	2 43	90	...Childersburg...	108	7 32	
	3 13	99	.....Alpine.....	99	7 02	
	3 53	109	.... Talladega	89	6 27	
	4 24	120	.....Munford.....	78	5 51	
	4 56	130	.....Oxford.....	68	5 17	
	5 12	135	..Blue Mountain..	63	5 00	
A. M.	5 42	145	...Jacksonville...	53	4 26	P. M.
4 00	6 42	158	...Cross Plains...	40	3 40	6 00
5 24	7 31	173	....Jaynesville....	25	2 50	4 38
6 20	8 12	182	...Cave Springs...	16	2 00	3 40
6 38	8 24	185	...Van's Valley...	13	1 48	3 20
7 22	8 50	192	.....Six Mile.....	6	1 22	2 40
8 00	9 15	198	.....**Rome** [2].....	0	1 00	2 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

[1] Connects with Selma & Meridian Railway. Also with Steamers to Montgomery and Mobile. [*Nov.* 19.
[2] Connects with Western & Atlantic Railway.

WILMINGTON, CHARLOTTE & RUTHERFORD RAILWAY.

R. H. Cowan, President, Wilmington, N. C. W. J. Everett, Supt., and W. H. Allen, Mast. Trans., Laurinburgh, N. C.

Mail.	Mls.	STATIONS.	Mls.	Mail.
A. M.		LEAVE ARRIVE		P. M.
*6 00	0	...**Wilmington** [1]..	110	4 00
7 00	6	.....Riverside.....	104	3 20
7 45	15	....North West....	95	2 19
8 30	26	..... Marlville.....	84	1 30
9 23	38	..... Rosindale.....	72	12 41
10 00	46	...Brown Marsh...	64	12 04
10 37	54	....Bladenboro'.....	56	11 27
11 43	68	.....Lumberton.....	42	10 26
12 18	76	.....Moss Neck.....	34	9 44
12 53	84	.... Red Banks.....	26	9 09
1 57	95	....Laurinburgh....	15	8 17
2 23	101	.....Laurel Hill.....	9	7 38
3 00	110	.....**Sand Hill**.....	0	†7 00
P. M.		ARRIVE LEAVE		A. M.

* Tuesdays, Thursdays, and Saturdays.
† Mondays, Wednesdays, and Fridays.

[1] Connects with Wilmington & Weldon Railway.

Western Div.—Stations: Charlotte, Tuckasegee, Brevard, and Sharon. Distance, 25 miles.

NORTH CAROLINA RAILWAY.

Josiah Turner, Jr., Pres., Hillsboro', N. C. James Anderson, Supt.; and P. D. Swaim, Gen. Ticket Agent, Company's Shops, N. C. [*May* 19.

Trains East. | Trains West.

Mail.	Mls.	STATIONS.	Mls.	Mail.
P. M.		LEAVE ARRIVE		P. M.
11 36	0	...**Charlotte** [1]...	223	11 35
12 21	13	....Harrisburg....	210	10 50
12 50	21	.....Concord.....	202	10 30
1 31	34	...China Grove...	189	9 58
2 07	43	... Salisbury [2] ...	180	9 36
2 41	51	....Holtsburg....	172	9 12
3 10	60	....Lexington....	163	8 44
3 45	71	...Thomasville...	152	8 17
4 08	78	....High Point....	145	8 00
4 25	83	... Jamestown ...	140	7 43
5 05	93	.. Greensboro' [3] ..	130	7 17
5 28	98	.... McLean's	122	6 48
5 47	108	....Gibsonville....	115	6 30
6 20	115	.Company's Shops.	108	6 12
6 26	117	.....Graham	106	5 52
6 55	125	.. Mebanesville ..	98	5 31
7 25	135	.... Hillsboro'....	88	5 02
8 04	149	.... Durhams'....	74	4 24
8 37	162	....Morrisville....	61	3 52
9 27	175	....**Raleigh** [4]....	48	3 20
10 08	189	.... Stallings'.....	34	2 22
10 55	201	..... Selma.....	22	1 40
11 24	211	....Boon Hill....	12	1 12
12 00	223	..**Goldsboro'** [5]..	0	12 30
M.		ARRIVE LEAVE		P. M.

[1] Connects with Charlotte & S. Car., A. T. & Ohio, and Western Div. of Wilm., C. & R. Railways.
[2] Connects with Western North Carolina Railway.
[3] Connects with Piedmont Railway.
[4] Connects with Raleigh & Gaston Railway.
[5] Connects with Wilmington & Weldon and Atlantic & North Carolina Railways.

WESTERN (North Carolina) RAILWAY.

S. McD. Tate, Pres. and Supt., Morganton, N. C. R. F. Simonton, Treas., Statesville, N. C.

Going West. | Going East.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE ARRIVE		P. M.
6 00	0	...**Salisbury** [1]...	80	7 30
6 24	6	..... Tank	74	7 06
6 37	13	...Third Creek...	67	6 38
7 50	25	....Statesville....	55	5 45
8 25	33	.....Platts....	47	5 08
8 50	38	.....Catawba.....	42	4 48
9 48	50	..... Newton.....	30	3 45
10 38	60	.Hickory Tavern.	20	2 55
11 23	70	..... Icard	10	2 10
12 00	80	..**Morganton** [2]..	0	1 30
NOON		ARRIVE LEAVE		P. M.

June 1.

Fares, 5 cents per mile.

[1] Connects with North Carolina Railway.
[2] Connects with Stages for Asheville and the West.

SOUTH CAROLINA RAILWAY.

W. J. Magrath, Pres., and H. T. Peake, Gen. Supt., Charleston, S. C. [*July* 1.

Exp.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
7 30	6 30	0	..**Charleston** [1]..	137	3 10	4 00
8 30	7 20	13	.....Sineath's....	124	2 20	2 55
8 48	7 38	17	.....Ladson's.....	120	2 03	2 33
9 10	7 55	22	...Summerville...	115	1 43	2 08
9 52	8 30	31	....Ridgeville....	106	1 10	1 22
10 20	8 53	37	..... Ross'	100	12 45	12 50
11 12	9 38	48	.....George's.....	89	12 03	11 55
11 37	9 50	52	.....Reeves'.....	85	11 50	11 35
12 20	10 30	62	...Branchville...	75	11 10	10 45
: :	11 00	62	..**Branchville**..	68	10 50	: :
: :	11 38	71	..Rowe's Pump..	59	10 18	: :
: :	12 10	79	...Orangeburg....	51	9 45	: :
: :	12 40	86	....Jamison's.....	44	9 20	: :
: :	1 05	92	....Lewisville....	38	8 50	: :
: :	1 33	99	....Fort Motte....	31	8 23	: :
: :	2 20	105	...**Kingville** [2]...	25	8 00	: :
: :	2 38	110	.....Gadsden.....	20	7 20	: :
: :	3 07	118	.....Hopkins	12	6 48	: :
: :	3 28	124	....Hampton's....	6	6 23	: :
: :	3 50	130	...**Columbia** [3]...	0	6 00	: :
12 35	11 10	62	...Branchville...	75	10 30	10 30
1 20	11 45	72	.....Midway.....	65	9 55	9 40
1 38	12 00	76	.....Lowry's.....	61	9 40	9 20
1 58	12 15	81	.....Graham's....	56	9 20	8 57
2 38	12 48	90	.... Blackville....	47	8 50	8 12
3 15	1 20	99	.... Williston	38	8 18	7 30
3 32	1 32	103	...White Pond...	34	8 02	7 00
3 50	1 48	107	.....Windsor.....	30	7 50	6 40
4 50	2 15	115	....Johnston's....	22	7 20	6 00
5 15	2 30	120	.....Aiken.....	17	7 00	5 34
5 42	2 52	126	...Graniteville...	11	6 40	5 02
5 52	3 00	128	.....Marsh's.....	9	6 32	4 55
6 45	3 30	137	... **Augusta** [4]...	0	6 00	4 10
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Extra Trains.—Leave Charleston 5 40 p.m., arr. at Columbia 6 20 a.m. Leave Columbia 5 30 p.m., arr. at Charleston 5 30 a.m.

Leave Kingville 3 00 p.m., arr. Augusta 9 30 p.m. Leave Augusta 3 30 a.m., arr. Kingville 10 05 a.m.

Camden Br.—Leave Kingville for Camden 2 50 p.m. Leave Camden for Kingville 5 00 a.m.

[1] Connects with steamers sailing from Charleston; Also, with North Eastern Railway.
[2] Connects with Wilmington & Manchester R'way.
[2] Junction of Camden Branch, S. C. Railway.
[3] Connects with Charlotte & South Carolina Railway, and Greenville & Columbia Railway.
[4] Connects with Georgia Railway, and Augusta & Savannah Railway.

SAVANNAH & CHARLESTON RAILWAY.

J. R. Boylston, Pres.; C. S. Gadsden, Eng. & Supt.; and S. W. Fisher, Sec. & Treas., Charleston, S. C.

A Passenger Train leaves Charleston on Mondays, Wednesdays and Fridays for Coosawhatchie (62 mls.), at 9 15 a. m., stopping at Wilkes. Rantowles, Glovers, New Road, Adams Run, Jacksonboro', Ashepoo, &c.

Leaves Coosawhatchie on Tuesdays, Thursdays and Saturdays at 10 00 a. m., arriving at Charleston at 4 00 p. m. [*Nov.* 20.

GREENVILLE & COLUMBIA RAILWAY.

H. P. Hammett, Pres., Greenville. J. O. Meredith, Supt.; J. G. Edwards, Treas.; and C. V. Carrington, Sec. & Aud., Columbia, S.C. [*Aug.* 12.

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
A. M.	Way Fares, about 6 cents per mile.		LEAVE ARRIVE		Way Fares, about 6 cents per mile.	P. M.
7 00		0	.... **Columbia** [1]...	143		3 45
7 25		7	.... Frost's Mill	136		3 20
8 00		15	..... Littleton	128		2 45
8 40		25	..... **Alston** [2]	118		2 10
8 53		29	....Hope Station....	114		1 48
9 05		32	.....Pomaria.....	111		1 35
9 40		40	.. ..Prosperity	103		1 00
10 10		47	.....Newberry	96		12 35
10 20		48	.....**Helena** [3].....	95		12 25
10 47		54	....Silver Street....	89		11 52
11 20		61	..Saluda Old Town..	82		11 25
11 40		65	.....Chappell's	78		11 00
12 20		75	.... Ninety-Six	68		10 20
1 00		85	.....Greenwood.....	58		9 40
1 45		95	.....Cokesbury.....	48		9 05
3 00		107	..**Abbeville** [*Br.*]..			8 00
2 05		100	.....Barmore's	43		8 42
2 18		103	.....Donnald's.	40		8 30
2 45		109	....Honea Path...	34		8 05
3 30		118	.....Belton	25		7 23
4 30		127	..**Anderson** [*Br.*].[4]			6 25
3 55		124	....Williamston....	9		6 50
4 32		135	...Golden Grove...	8		6 12
5 00		143	....**Greenville** [5]..	0		5 45
P. M.			ARRIVE LEAVE			A. M.

[1] Connects with Columbia Br. of S. Carolina Railway.
[1] Connects with Charlotte & So. Carolina Railway.
[2] Junction of Spartanburg & Union Railway.
[3] Junction of Laurens Railway.
[4] Junction of Blue Ridge Railway to Walhalla.
[5] Stages to Hendersonville and Asheville, N. C.

Blue Ridge Railway.—A train leaves Anderson at 4 30 p.m., arriving at Pendleton at 5 30, and Walhalla at 7 30 p. m. Leave Walhalla at 3 30 a. m., arriving at Anderson at 6 20 a.m. Distance, 33 miles.

NORTH-EASTERN RAILWAY.

A. F. Ravenel, Pres., S. S. Solomons, Eng. & Supt.; P. L. Cleapor, Gen. Tkt. Agt., Charleston, S. C.

Acc.	Exp.	Mls.	STATIONS.	Mls.	Acc.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
1 30	8 00	0	.. **Charleston** [1]..	102	11 15	4 45
2 57	9 00	19	....Mt. Holly....	83	9 47	3 45
4 00	9 33	29	.Monck's Corner.	73	8 43	3 12
4 43	10 00	37	....Bonneau's....	65	8 00	2 45
5 25	10 25	45	...St. Stephen's...	57	7 20	2 20
6 00	10 55	50	....Gourdin's... .	52	6 45	1 55
6 36	11 17	58	..... Salters'	44	6 05	1 30
7 05	11 35	64	....Kingstree [2]...	38	5 56	1 13
8 15	12 23	79	....Graham's.....	23	4 22	12 27
8 46	12 43	86	.....Coward's.....	16	3 50	12 00
9 18	1 04	93	....Effingham....	9	3 15	11 40
10 00	1 30	102	...**Florence** [3]...	0	2 30	11 15
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

[1] Connects with South Carolina Railway.
[2] Connects with Stages for Georgetown.
[3] Connects with Cheraw & Darlington Railway, and Wilmington & Manchester Railway. [*May* 25.

VICKSBURG & MERIDIAN RAILWAY.

(*Formerly Southern Miss. Railway.*)

M. Emanuel, Pres.; Thomas Rigby, Vice-Pres.; E. F. Raworth, Gen. Supt.; N. G. Bryson, Sec. & Treas.; Geo. D. Lawrence, Mast. Trans. and Gen. Freight & Ticket Agent, Vicksburg, Miss. [*Sept.* 14.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
1 00	6 00	0	...**Vicksburg** [1]..	140	3 55	10 30
1 50	6 45	10	.....Bovina.....	130	3 07	9 40
2 30	7 20	18	.....Edwards. ...	122	2 31	9 00
2 50	7 40	23	..... Midway.....	117	2 10	8 35
3 15	8 20	28	.....Bolton.....	112	1 50	8 15
4 00	8 57	35	..... Clinton	105	12 57	7 35
4 45	9 55	45	... **Jackson** [2]...	95	12 10	6 45
P. M.	10 25	52	.....Howell's.	88	11 30	A. M.
	11 00	59	.....Brandon.....	81	11 00	
	11 50	70	... Pelahatchie ...	70	9 55	
	12 27	79	.....**Morton**.....	61	9 15	
	1 40	90	.....Forest	50	8 20	
	2 17	99	.....Lake	41	7 25	
	3 00	109	.....Newton.....	31	6 45	
	3 30	116	.....Hickory... .	24	6 15	
	3 50	122	..... Chunky	18	5 45	
	4 28	132	...Tunnel Hill...	8	5 08	
	5 00	140	...**Meridian** [3]...	0	4 30	
	P. M.		ARRIVE LEAVE		A. M.	

1 Connects with Vicksburg, Shreveport & Texas Railway, and with steamboats up and down the Mississippi River.
2 Connects with N. O., Jackson & Gt. Northern Railway.
3 Connects with Selma & Meridian and Mobile & Ohio Railways.

SELMA & MERIDIAN RAILWAY.

Campbell Wallace, Receiver. Chas. B. Wallace, Superintendent; John M. Bridges, Secretary and Treasurer; and Robert A. Bacon, Gen. Freight and Ticket Agent, Selma, Ala. [*Dec.* 6.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	P. M.		LEAVE ARRIVE		A. M.	A. M.
3 00	1 10	0	.....**Selma** [1]. ..	107	3 15	9 50
3 26	1 36	7	.....Logan's.....	100	2 45	9 24
4 08	2 08	14	.... Junction [2]....	93	2 10	8 52
4 35	2 32	20	.Walker's Switch.	87	1 43	8 10
4 49	2 43	23	.....Bellevue.....	84	1 29	7 57
5 10	3 03	26	.....Tayloe's.....	81	1 10	7 40
5 38	3 20	30	... Uniontown ...	77	12 45	7 17
7 00		41	... **Newbern** ..	88		5 45
6 01	3 43	35	....Fawnsdale....	72	12 18	6 45
6 28	4 11	42	.....Macon.....	65	11 47	6 18
7 00	4 56	50	....Demopolis [3]...	57	11 06	5 45
P. M.	5 23	55	....McDowell's ...	52	10 38	A. M.
	6 06	66	.....Coatopa.....	41	9 45	
	6 21	70	..... Lee's	37	9 26	
	6 45	74	.... Bennett's	33	9 06	
	7 15	80	.....**York**.....	27	8 30	
		86	N. E. & S. W. R. R.	21		
		107	...**Meridian** [4]...	0		
	P. M.		ARRIVE LEAVE		P. M.	

1 Connects with Selma, Rome & Dalton Railway, and with Steamboats to Montgomery and Mobile.
2 Connects with Cahaba, Marion & Greensboro' Railway.
3 Connects with Steamers for Mobile, and all points on the Tombigbee River.
4 Con. with Mobile & Ohio and Vicksburg & Meridian Railways.

CHARLOTTE & SOUTH CAROLINA R'WAY.

Wm. Johnston, Pres., Charlotte, N. C. C. Bouknight, Supt.; Chas. H. Manson, Secretary and Treas.; and E. R. Dorsey, Gen. Fr'ht and Ticket Agent, Columbia, S. C. [*Jan.* 15.

Mxd.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
	A. M.		LEAVE ARRIVE		P. M.	
	7 40	0	.**Graniteville** [1].	109	7 30	
	12 50	73	...**Columbia** [2]..	107	2 30	
	1 20	83	.....Killian's.....	97	1 20	
	1 47	89	..... Doko	91	12 53	
	2 15	96	.... Ridgeway....	84	12 22	
	2 38	102	.... Simpson's....	78	11 55	
	3 00	108	... Winnsboro' ...	72	11 35	
	3 17	113	.....Adger's.....	67	11 12	
	3 28	116	....White Oak....	64	11 00	
	3 42	120	.....Yongues'....	60	10 46	
	3 57	123	...Blackstock ...	57	10 35	
	4 11	127	....Cornwell's....	53	10 15	
	4 46	135	..... Chester	45	9 45	
	5 18	142	.....Lewis'.....	38	8 58	
	5 30	145	..... Smith's	35	8 45	
	6 10	154	....Rock Hill....	26	8 10	
	6 42	162	....Fort Mills....	18	7 37	
	7 07	169	.. ..Morrow's.....	11	7 10	
	7 35	180	...**Charlotte** [3]..	0	6 30	
	P. M.		ARRIVE LEAVE		A. M.	

1 Connects with Augusta Branch of South Carolina Railway.
2 Connects with Columbia Branch of South Carolina Railway.
2 Connects with Greenville & Columbia Railway.
3 Connects with N. Carolina, and Wilmington, C. & R. Railways.

NORFOLK & PETERSBURG RAILWAY.

Gen. Wm. Mahone, Pres.; Henry Fink, Supt.; and J. D. Proctor, Master Trans., Norfolk, Va.

	Pass.	Mls.	STATIONS.	Mls.	Pass.	
	A. M.		LEAVE ARRIVE		P. M.	
	4 35	0	....**Norfolk** [1]....	81	9 15	
	5 34	23	.....Suffolk.....	58	8 18	
	6 02	34	.....Windsor.....	47	7 46	[*Nov.* 10.
	6 20	41	..... Zuni	40	7 28	
	6 34	45	.....Ivor.....	36	7 17	
	6 52	52	....Wakefield	29	6 56	
	7 15	60	.....Waverly.....	21	6 36	
	7 35	68	....Disputanta....	13	6 13	
	8 05	81	..**Petersburg** [2]..	0	5 40	
	A. M.		ARRIVE LEAVE		P. M.	

1 Connects with "Annamessic Line" for Phila. and New York.
2 Connects with Richmond & Petersburg Railway for Richmond, and South Side Railway for Lynchburg.

GALVESTON HOUSTON, & HENDERSON RAILWAY.

Tipton Walker, Receiver; W. E. Gregory, Supt.; L. M. Hitchcock, Aud.; J. W. Allen, Sec.; and H. B. Andrews, Gen. Freight & Ticket Agt.

Trains leave Galveston daily (except Sundays), at 8 35 a.m. and 3 52 p.m., arrive at Houston 11 10 a.m. and 6 30 p.m. Leave Houston for Galveston at 8 00 a.m. and 2 45 p.m., arrive at Galveston 11 00 a.m. and 5 20 p.m. Distance, 50 miles. [*Nov.* 2.

Connects at Harrisburg with Buffalo, Brazos & Col. Railway; and at Houston with Texas Central R'way.

The Thomas Patent Improved Railway Safety Baggage-Check.

The absolute simplicity and practical utility of this Check impresses itself upon the minds of all intelligent, practical railroad men, many of whom at once ordered supplies for the roads represented by them, they realizing its importance. Although it has been in use scarcely one year, it is superseding all other so-called Baggage Checks, and with a rapidity truly astonishing. Notwithstanding the number of roads upon which this check is at this time in use, and the thousands of pieces of baggage which have been and are daily being checked by it, such a thing as a piece of lost baggage, to which this check has been attached, has yet to be reported. It is not the invention of a theorist, but of a practical General Baggage Agent, who has by this simple check reduced the checking of baggage to so perfect a system, that it is impossible for a piece of baggage to go astray, unless through gross stupidity, design, or theft—a fact which is admitted by all on the roads upon which it is in use.

A railroad man writes: "I have been connected with railroads many years, have given much of my time and attention to the baggage business, and have long realized the want of a general systematic method of checking baggage, and have almost despaired of such a thing; but the moment my attention was directed to the Thomas Improved Baggage Check, I immediately remarked, 'It is the check to reduce the checking of baggage to a perfect system, and I am confident that the time will soon come when this check will be in use, if not on every, on nearly every, road of the country, as it is the only check which combines the true principle of checking baggage, both as a local and through check.'"

All information in reference to the Thomas Baggage Check will be given by addressing

G. F. THOMAS, Editor of Appletons' Railway Guide,

90, 92 & 94 Grand St., New York.

Webster's Unabridged Dictionary.

NEW ILLUSTRATED EDITION.

Thoroughly revised and much enlarged. Over **3,000** FINE ENGRAVINGS. Is a well-nigh indispensable requisite for every intelligent family.

It contains 10,000 WORDS and MEANINGS not found in other Dictionaries.
In one Volume, of 1,840 Royal Quarto Pages.

PUBLISHED BY G. & C. MERRIAM, SPRINGFIELD, MASS.

WEBSTER'S UNABRIDGED ILLUSTRATED.—"Viewed as a whole, we are confident that no other living language has a dictionary which so fully and faithfully sets forth its present condition as this last edition of Webster does that of our written and spoken English tongue."—*Harper's Magazine.*

GREATEST ADDITION TO PHILOLOGY IN HALF A CENTURY.—"The most important contribution to *Philology*, during the year 1864, was the publication of the illustrated edition of Webster's Quarto Unabridged Dictionary. This work, which had long been in preparation, and on the revision of which years of labor had been bestowed by several eminent scholars, was, in many respects, the greatest addition to the philology of the present age which has appeared *within half a century.*"—*Appletons' Cyclopædia for* 1864.

WEBSTER'S NATIONAL PICTORIAL DICTIONARY.

IN ONE VOLUME OF **1,040** OCTAVO PAGES.

Containing over 600 PICTORIAL ILLUSTRATIONS. ☞ ***Price, Six Dollars.***

This work is not designed to supersede, or take the place of, Webster's NEW UNABRIDGED DICTIONARY, in 1,840 pages, Royal Quarto, containing 3,000 Illustrations,—an indispensable work to every one who can afford it,—but to meet the wishes of many who, for convenience or economy, desire a more condensed and less expensive work.

"In many respects, this Dictionary is the most convenient ever published."—*Rochester Democrat.*

"As a manual of reference, it is eminently fitted for use in families and schools."—*N. Y. Tribune.*

"It is altogether the best treasury of words, *of its size*, which the English language has ever possessed."—*Hartford Press.*

Published by G. & C. MERRIAM, Springfield, Mass.

NEW EDITIONS OF WEBSTER'S DICTIONARIES.

Fine abridgments of the GREAT AMERICAN QUARTO DICTIONARY, and in full conformity with it.

Webster's Primary-School Dictionary,	Price,	.65
Webster's Common-School Dictionary,	"	$1.00
Webster's High-School Dictionary,	"	1.35
Webster's Academic Dictionary,	"	2.35

Text-books for teaching, spelling, pronunciation, uses and application of prefixes, suffixes, and synonyms; orthography, orthoepy, derivations and etymology of words, with various useful tables, proverbs of different nations and their translations, &c., &c.

Webster's Counting-House and Family Dictionary—In which all words in general use, besides many others, and much valuable information, will be found. Price, in cloth binding, $3.00. Half morocco, $3.75.

All the above are just published, with *new and fine woodcut Illustrations.*

Webster's Pocket Dictionary. Price, cloth, 80c.; tucks, $1.00.

Webster's Army and Navy Dictionary. Price, cloth, $1.00; tucks, $1.35.

These are convenient, comprehensive, and portable epitomes of our language, and contain many things useful and valuable to readers and writers. Any of the above will be sent (prepaid) by mail, to any U. S. Post-Office, upon receipt of the price.

IVISON, PHINNEY, BLAKEMAN & CO.,

P. O. Box, 1478. **47 & 49 Greene St., New York.**

AMERICAN GARDEN SEEDS.

The following extract from an article in the *Atlantic Monthly*, may convey to our country readers a clearer idea of the extent and details of garden seed culture than heretofore entertained. Bloomsdale, the estate referred to, is the seed farm of our friends, David Landreth & Son, of Philadelphia.—*Littell's Living Age.*

"Though our sketch of the present state of horticulture among us is quite imperfect, affording but an indistinct glimpse of the ample field which invites our view, it would scarcely be pardonable were we to overlook a branch of rural industry, in which horticultural success is interested, and without which the practical pleasures and family comfort of rural homes would be greatly abridged. We refer to garden seed culture. It may be that the purchaser of a paper of seed for the kitchen garden seldom stops to consider the minute care which has been required to secure its purity; most probably, in many cases, he makes the purchase as though it were the mere product of mechanical skill, which, after the machinery is perfected, and the steam-engine has been set in motion, turns out the finished article, of use or ornament, with scarcely an effort of mind to direct its movements. Not so in the production of seeds; many are the hours of watchful care bestowed upon it, and stern and unyielding are its demands on the skilled eye and untiring hand. It is because, in some cases, the eye is not skilled, and the hand often tires, that so many seeds of more than doubtful worth are imposed upon the market, filling the village cross-road shops with the germs of disappointment. The history of the seed culture in the United States is not without interest to those who, like many readers of the *Atlantic*, reside in the quiet country; to every family thus situated, the certainty of obtaining seeds of trustworthy quality—certain to vegetate, and sure to prove true to name—is of more importance than can be appreciated by those who rely upon the city market, and have at all times and seasons ample supplies of vegetables within easy reach. On looking around for some individual establishment which we may use as a representative of this branch of industry, we naturally turn to Bloomsdale, as the most prominent and widest known of seed farms. * * * * * * On entering the premises, we find ourselves in the midst of a lawn of ten acres, in the English style. To enumerate the various trees, in groups or single specimens, which most invite our notice, would interfere with the main object of our visit. We have come for a special purpose, and we can only allude to a very few of the specimens to which our attention may be supposed to be directed. A white spruce, in rich luxuriance, measuring, as the branches trail upon the sward, upwards of sixty feet in circumference; the Himalayan white pine, with its deep, fringe-like foliage, twenty-five feet in height; the Cephalonian fir, with leaves as pungent as an Auricaria, twenty-five feet high, and many specimens of the same kind of nearly equal magnitude; yews of more than a half century's growth; a purple beech, of thirty feet in height, its branches as many in circumference, contrasting with the green around; numerous specimens of the balm of Gilead, silver firs, and Norway spruces, unsurpassed in beauty of form, the last presenting every variety of habit in which it delights to sport: these are some of the gems of the lawn. But we must hurry onward to the practical business in view.

"The harvest, which, in seed culture, lasts for many successive weeks, has just commenced. The first important crop that ripens is the turnip—which is now being cut. The work is performed by the use of grass-hooks, or toothless sickles; stem after stem is cut, until the hand is full, when they are deposited on canvas sheets; as they are filled, boys stand ready to spread others; men follow to tie up those which have been filled; others succeed, driving teams, and loading wagons, with ample shelvings, with sheetful piled on sheetful, until the sturdy oxen are required to test their strength in drawing them to the drying-houses; arrived there, each sheetful is separately removed by a rope and tackle, and the contents deposited on the skeleton scaffolding within the building, there to remain until the seed is sufficiently cured and dry enough to thrash. These drying-houses are buildings of uniform character, two stories in height and fifty feet square, constructed so as to expose their contents to sun and air, and each provided with a carefully laid thrashing-floor, extending through the building, with pent-house for movable engine. When the houses are full and the hulm in a fit state for thrashing, the engine is started and the work begun. One man, relieved by others from time to time (for the labor requires activity, and consequently is exhausting), feeds the thrasher, which, with its armed teeth, moves with such velocity as to

appear like a solid cylinder. Here there is no stopping for horses to take breath and rest their weary limbs—puff, puff, onward the work—steam is as great a triumph in thrashing as in printing or spinning. Men and boys are stationed at the rear of the thrasher to remove the straw, and roughly separate the seed from the shattered hulm—others again being engaged in thrusting the dried crop from the scaffolds, and placing it in a suitable position for the feeders. When one drying-house has thus been emptied, the engine is removed to another; the same process is pursued until the circuit of the buildings has been made, and thus the ceaseless round (ceaseless at least for a season) is continued. As soon as the crop in the first house has been thrashed, the work of winnowing is commenced, and skilled hands thus engaged follow on in the track of the engine. As each crop is cleaned and put in merchantable order, it is placed in bags of two bushels each, and carried to the storehouse and granaries, there to await a requisition from the city warehouse.

"We have just witnessed the process of saving the crop of turnip seed. And how much may that reach? is a natural inquiry. Of all the varieties, including the ruta baga, about one thousand bushels, is the response. We should have thought a thousand pounds would supply the entire Union; but we are reminded it is in part exported to far distant lands. And what is the crop, so much like the turnip, but still green, and apparently of more vigorous growth? That is one of the varieties of cabbage, of which several standard kinds are under cultivation. Another adjoining is radish; still another, beet; and thus we pass from kind to kind, until we have exhausted a long catalogue of sorts.

"Bloomsdale contains, in round numbers, four hundred acres; it has a frontage on the Delaware of upwards of a mile, is bounded on the west by the Delaware Canal, and is divided into two nearly equal parts by the Philadelphia & Trenton Railway. The soil is light loam, easily worked, suited to rapid percolation, admitting of labor immediately after heavy rain, and not liable to suffer by drought. The manures used are principally crude, obtained from the city, and landed on the premises from shallops continually plying, laden with the 'sinews of farming.' Street scrapings are more used than stable manure; bone dust and guano enter largely into the account; and the aggregate annual expenditure foots up a sum almost equivalent to the fee simple of an ordinary farm. The culture is that denominated drill; but of course much of it is simply straight lines drawn by a plow, in which the roots for seeding are planted by hand.

"The ground, with the exception of the lawn and a portion occupied from time to time by grass for home use, is divided by wagon roads into squares and parallelograms; cross-fences are not used; and each crop forms a distinct feature, accessible at any stage of growth. The several varieties of each kind, as, for instance, those of turnip, cabbage, beet, lettuce, are planted widely apart, to guard against possible admixture; but the chances of that result must be much less than is popularly supposed, efforts having been used experimentally to test its practicability, and that between kindred closely allied, without success. Although the extent of the grounds would appear to be formidable, even for a farm conducted in the usual mode, it is insufficient for the demands on the proprietors, without diligent exertion and prompt re-cropping—two crops in each year being exacted, only a small part of the land escaping double duty, the extent annually plowed thus amounting to nearly twice the area of the farm. The heavy hauling is performed by oxen, the culture principally by mules, which are preferred to horses, as being less liable to injury, and better adapted to the narrow drill culture practiced.

"The seeds of Bloomsdale have attained a world-wide reputation, and to quote an expression used in reference to them, 'are almost as well known on the Ganges as on the Mississippi or Ohio.' They are regularly exported to the British possessions in India, to the shores of the Pacific, throughout the West Indies, and occasionally to Australia. The drier atmosphere of this country ripens them better than the humid climate of England, adapting them to exportation; and it is no slight triumph to see them preferred by Englishmen on British soil. At home, thousands of homesteads, south and west of Philadelphia, were, until interrupted by the war, supplied with Landreth's Seeds. The business, founded three-quarters of a century ago, is now conducted by the second and third generations of the family with which it originated. Thus has success been achieved through long and patient industry steadily directed to the same pursuits, and a reputation built up for American seeds despite the want of national protection."

☞ See Advertisement of Landreth's Seeds on page 10 of the Guide.

HOTEL ADVERTISEMENTS.

ARRANGED ALPHABETICALLY ACCORDING TO TOWNS THROUGHOUT THE UNITED STATES.

The traveling community may rely upon the respectability and standing of the Hotels advertised in the Guide, none but those of the first class being represented.

ALBANY, N. Y.—DELAVAN HOUSE. Chas. E. Leland & Co., Proprietors.
STANWIX HALL (near the Union Railroad Depot). Delavan Peck, Proprietor.

BALTIMORE, Md.—BARNUM'S CITY HOTEL, situated in the heart of the city, on Monument Square.
EUTAW HOUSE.—This house will accommodate 300 guests. M. J. Hogan, Clerk.
MALTBY HOUSE.

BOSTON, Mass.—AMERICAN HOUSE, Hanover Street. This truly excellent hotel is now unsurpassed for the extent of its accommodations, and the excellence and good taste with which it is furnished. It has recently been newly furnished and painted, and put in the most complete order for the reception of its guests; great additions having been made to the house for the accommodation of families—suites of rooms, consisting of parlor, bed-room, bath-room, and closets, handsomely fitted up, with every facility for their comfort and convenience. An elevator, or vertical railway, on the newest and most improved plan, has just been added, with waiting-rooms on each floor: indeed, in all its appointments, conveniences, and improvements, it is not surpassed by any other house, and equaled by few. Telegraph office, billiard halls, and café on the first floor. Lewis Rice & Son, Proprietors.

BURLINGTON, Vt.—AMERICAN HOTEL, one among the best in the State, capable of accommodating over 200 guests. J. L. Farr, Proprietor. All Telegraph Offices are located at this house.

CHICAGO, Ill.—TREMONT HOUSE, the old and well-known hotel of Chicago, and not surpassed for solid comfort and elegance by any in the country. It was rebuilt and refurnished in 1862, and has numerous suites of rooms, with baths, &c., connected, and is the headquarters of the business men, who assemble nightly in the commodious Exchange for the transaction of business. Gage & Drake, Proprietors.
SHERMAN HOUSE.—This hotel is located on the corner of Clark and Randolph Streets, opposite Court House Square. It was first opened to the public in July, 1861, and is one of the finest hotels in the United States. Has all modern improvements, including a Passenger Elevator. Gage Bros. & Walters, Proprietors.

CINCINNATI, Ohio.—BURNET HOUSE. A. C. Joslin & Co., Proprietors. (A. C. Joslin, J. W. Dunklee, R. I. Menefee.) The perfect manner in which this hotel has been recently refitted and furnished, under Mr. Joslin's immediate superintendence, and its central location, make it the most convenient and comfortable resort for travelers. *It is first-class in every respect.*
SPENCER HOUSE. This fine, large, and well kept hotel, is situated on the corner of Broadway and Front Street, directly opposite the Little Miami and Ohio & Mississippi Railway Offices. Can accommodate 500 guests.

CLEVELAND, Ohio.—WEDDELL HOUSE. This excellent hotel has recently been remodeled and enlarged, and is capable of accommodating 500 guests. It is situated in the center of business, corner of Superior and Bank Streets. It is the largest and finest hotel in the city, and for comfort and convenience has not its superior. J. H. & A. W. Kirkwood, Proprietors. Assistants, Messrs. Bingham, Johnson, and Segur.
KENNARD HOUSE.—The accommodations of this excellent hotel is not surpassed by any in the country. It is centrally situated, and capable of accommodating 500 guests. The furniture is entirely new, and of the best quality. Guests have a fine view of the Lake from all the front windows. P. M. N. Taylor, Supt.

DAVENPORT, Iowa.—BURTIS HOUSE. J. J. Burtis, Proprietor.

DETROIT, Mich.—BIDDLE HOUSE. This excellent hotel has recently been enlarged and refurnished, and has capacity for accommodating 500 guests. A. B. Taber, Proprietor.
RUSSELL HOUSE, Woodward Avenue. A very commodious house, and centrally situated. It has recently been refitted and refurnished, and will accommodate over 500 guests. Witbeck & Chittenden, Proprietors.

FRANCONIA MOUNTAINS, N. H.—PROFILE HOUSE. This house, with its large additions, contains 285 rooms. Is situated near the "Old Man of the Mountain," Flume, Pool, Basin, Profile and Echo Lakes, and many pleasant scenes of the Franconia Mountains. A pleasanter or more attractive place to spend a few days is not to be found. Taft, Tyler & Greenleaf, Proprietors.

HARRISBURG, Pa.—JONES HOUSE. This large and fine hotel is situated corner of Market Street and Market Square, and is capable of accommodating 400 guests. Chas. H. Mann, Proprietor.

HARTFORD, Conn.—ALLYN HOUSE, one of the largest and finest Hotels in the State, and which for comfort and convenience is unsurpassed. T. M. Allyn and R. J. Allyn, Proprietors.

INDIANAPOLIS, Ind.—BATES HOUSE. This elegant hotel is situated in the centre of the city, and is capable of accommodating over 300 persons. N. D. Keneaster, Proprietor; E. Hartwell, Chief Clerk; A. B. Thompson, Clerk.

LONG BRANCH, N. J.—STETSON HOUSE. This new and elegant hotel, opened at the commencement of the season of 1866 at this favorite watering-place, is advantageously situated at the south end of the Ocean Avenue, one mile south of the Raritan & Delaware Bay and Sea Shore Railway depots. Its bathing and driving privileges are unsurpassed for extent and convenience. Stages and private carriages in attendance on the arrival of all passenger trains. J. P. M. & C. A. Stetson, Proprietors.

LOUISVILLE, Ky.—LOUISVILLE HOTEL. Rebuilt in 1856; enlarged and refurnished throughout in 1866. It is not surpassed by any hotel in the United States. It is centrally located, convenient to all railway depots, and the New Orleans, Cincinnati, and Western Steamboat landings; near the Court House, Adams' Express, and other Public Offices. It has a Telegraph and Railroad Ticket Office in the building, and baggage is checked from the Hotel to all points. A. Kean & Co., Proprietors.

LYNCHBURG, Va.—"ORANGE" HOUSE, at Orange & Alexandria Railway Depot. This celebrated House, so conveniently located for travelers going North and South, offers superior accommodations to its guests. The House having been recently refurnished and refitted throughout by the proprietor, he pledges himself that its well-known first-class reputation for good fare, clean rooms, and attentive servants, shall not be surpassed in the Union. Houston Rucker, Proprietor.

MILWAUKEE, Wis.—NEWHALL HOUSE, the largest and most elegant house in the Northwest, capable of accommodating 600 persons.

MONTREAL, Can.—ST. LAWRENCE HALL, Great St. James Street—the largest and most convenient hotel in the city. Capable of accommodating over 500 people. Situated directly opposite the Post-Office. Within three minutes' walk of all the public buildings. Hogan & Co., Proprietors.

NEW CASTLE, Pa.—COCHRAN HOUSE. Situated on the southeast corner of the Public Square. J. G. Black, Proprietor.

NIAGARA FALLS, N. Y.—INTERNATIONAL HOTEL. J. T. Fulton, Proprietor. This elegant Hotel can accommodate six hundred guests, and is open for the reception of visitors from May 1st to November 1st of each year. It has been newly-appointed, and is not surpassed by any hotel; it is lighted with gas, has an elegant lawn, with fountains and shade trees, making it a desirable resort for the tourist and pleasure-seeker.

NEW YORK.—ST. NICHOLAS HOTEL, No. 519 Broadway, is unequaled in size and appointments, having 100 suites of apartments for private families, and accommodations for 1,000 guests, each apartment containing hot and cold water, and gas.

BRANDRETH HOUSE, *conducted on the European plan*, corner of Broadway, Canal, and Lispenard Streets.—Is located in the most central part of Broadway, and all parts of the city can be reached by city cars and omnibuses constantly passing the door. The rooms are elegantly furnished—many of them in suites of communicating parlors and chambers, suitable for families and parties traveling together. Being kept on the European plan, guests may live in the most economical or luxurious manner. Meals served at all hours at the shortest notice. The attention of merchants visiting the city is particularly called to this Hotel, as it is situated on Broadway in the very center of the wholesale, jobbing, and retail business of New York, and can be reached by omnibus or city cars from all the steamboat landings and railway depots. Wm. J. Kerr, Proprietor.

IRVING HOUSE, Broadway and Twelfth Street (entrance 45 Twelfth Street). A first-class Hotel, conducted upon the European plan. Accommodation for families and transient guests. Location unsurpassed, being in the immediate vicinity of A. T. Stewart's new and magnificent (up-town) store, Wallack's Theater, Union Square, &c., &c. George P. Harlow, Proprietor.

WESTERN HOTEL, Nos. 9, 11, 13, and 15 Cortlandt Street.—This large and convenient House is situated in the very heart of the business portion of New York. Is within a few minutes' walk of all the ferries, and only about twenty paces from Broadway, where stages can be obtained to all parts of the city. The house has recently undergone improvement, and the proprietors can, with the utmost confidence, invite their friends and the public to visit the Hotel, as they may be assured of every comfort at a very moderate charge. Suites of family rooms with all modern conveniences. D. D. Winchester and Thomas D. Winchester, Proprietors.

WESTMINSTER HOTEL, corner of Irving Place and Sixteenth Street, New York, and in close proximity to all the prominent places of public amusement. This new and magnificent Hotel is now open for the reception of guests. Parties can be served at Table d'Hôte or Restaurant à la Carte. In all its appointments, modern improvements, and conveniences, and in the sumptuousness and elegance of its furniture, it is not surpassed by any other hotel. The style and comfort of the Restaurant and the Cuisine are equal to any in the city. French, German, and Italian spoken. Palmer & Ferrin, Proprietors.

NEW HAVEN, Conn.—NEW HAVEN HOTEL. This first-class, modern, and commodious house overlooks the beautiful Park of New Haven, and is right opposite the State House. The hotel is conveniently arranged for families as well as single individuals; having an extensive suite of private rooms, and also large parlors, reading and dining rooms. The house being of modern construction, has lofty and well-ventilated rooms, supplied with hot and cold water, together with baths on every floor, and every other convenience; and the prices are moderate to suit the times.

OMAHA, Nebraska.—COZZENS' HOTEL. This hotel is fitted up in the best manner, and has achieved a well-merited reputation as one of the best hotels in the western country. Office, billiard-rooms and saloon on first floor. Philo Rumsey, Proprietor.

PHILADELPHIA, Pa.—THE CONTINENTAL HOTEL. *A new first-class House*, provided with every modern improvement for the promotion of comfort. J. E. Kingsley & Co., Proprietors.

PITTSBURG, Pa.—UNION DEPOT HOTEL. Restaurant on first floor, where meals can be had at all hours, day and night, Sundays excepted. Keystone Hotel Company, B. D. Marker, Superintendent.

PLYMOUTH, N. H.—PEMIGEWASSETT HOUSE. This house is situated among the most attractive mountain scenery in New England, on the direct route by railway from New York and Boston to the Franconia and White Mountains. It has recently been rebuilt in the most thorough and substantial manner, and is the largest and most commodious House in the New England States. Morse & French, Managers.

ROCHESTER, N. Y.—OSBURN HOUSE. The leading hotel of Rochester, and is unsurpassed by any hotel in Western New York. Fitted up with all modern improvements, every room in the house being heated by most approved steam-heating apparatus, and newly and handsomely furnished throughout. It is situated in the heart of the city, a short distance from the depot of the N. Y. C. R. R. An omnibus attends all important trains to convey passengers to and from the hotel. The proprietors will spare no pains to accommodate all who may favor them with their patronage. Bromley & Co., Proprietors.

SPRINGFIELD, Mass.—MASSASOIT HOUSE. M. & E. S. Chapin, Proprietors.

ST. ALBANS, Vt.—WELDON HOUSE. This splendid Hotel is equal to any in the country. It contains nearly one hundred and fifty rooms, with all the modern improvements. John A. Parks, Manager.

ST. ANTHONY'S FALLS, Minn.—WINSLOW HOUSE.

ST. LOUIS, Mo.—SOUTHERN HOTEL, Laveille Warner & Co., Proprietors. This excellent hotel, recently erected, is furnished throughout in the most elegant manner, every thing in the house being entirely new; it is centrally located, convenient to all railway offices, and the steamboat landings and public offices. It is not surpassed by any hotel in the country in its appointments, has numerous suites of rooms, with parlors, baths, &c., and is the headquarters of business men, who nightly throng its beautiful and capacious exchange. No visitor to St. Louis should leave without having gone through this truly magnificent house.

TOLEDO, Ohio.—ISLAND HOUSE.

TROY, N. Y.—TROY HOUSE, Charles H. Jones, Proprietor. This house is centrally located in the business part of the city, and is not surpassed by any in the State for comfort and convenience.

VICKSBURG, Miss.—MARTIN HOUSE, Washington street, near Railroad Depot, Mrs. L. Highlander, Proprietress, is now open for the accommodation of the public. Terms, $2 50 per day; $12 50 per week.

WASHINGTON, D. C.—WILLARD'S HOTEL, at the corner of Pennsylvania Avenue and 14th Street. The best hotel in the city, possessing every accommodation for strangers visiting the city for business or pleasure. Sykes, Chadwick & Co., Proprietors.

WHEELING, W. Virginia.—McLURE HOUSE. The only first-class House in the city; has been, during the past year, thoroughly renovated; has 150 rooms, with accommodations for over 250 guests. W. F. Goodwin & Co., Proprietors.

WHITE MOUNTAINS, N. H.—CRAWFORD HOUSE. This house is not surpassed by any hotel in the Eastern States. It contains 125 rooms, and is capable of accommodating 300 guests.

METROPOLITAN HOTEL,

LATE

BROWN'S,

PENNSYLVANIA AVENUE,

WASHINGTON, D. C.

POTTS & SHELLEY, PROPRIETORS.

JAY COOKE & CO.,

BANKERS,

WASHINGTON, NEW YORK, AND PHILADELPHIA,

Buy and sell at the most liberal current prices, and keep on hand, a full supply of

Government Bonds of all Issues,

SEVEN-THIRTIES AND COMPOUND-INTEREST NOTES,

And execute orders for purchase and sale of

STOCKS, BONDS, AND GOLD.

We have added to our office a Retail Department for the accommodation of the public demand for investment in and exchanges of Government Securities, the purchase of GOLD and INTEREST COUPONS, and the sale of INTERNAL REVENUE STAMPS.

Seven-thirties converted into Five-twenties at the most favorable rates.

☞ **Collections made and exchange furnished upon all points in the United States.**

JAY COOKE & CO.

DUNCAN, SHERMAN & CO.,

BANKERS,

CORNER OF PINE AND NASSAU STREETS, NEW YORK,

ISSUE CIRCULAR NOTES AND LETTERS OF CREDIT,

For Travelers, available in all the principal Cities of the World.

MATTRESSES, SPRING MATTRESSES, and BEDDING.

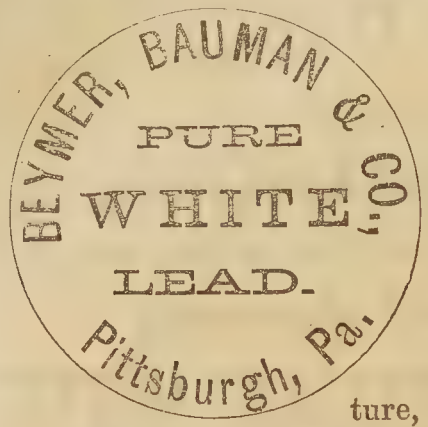
LIGHT AND **PORTABLE,** TO SHIP.

COMFORTABLE AND DURABLE.

Special attention to Orders from the TRADE, HOTELS, STEAMERS, SLEEPING-CARS, etc.

Send for Illustrated Circular, or call.

S. P. KITTLE, 17 Bowery, N. Y.



BEYMER, BAUMAN & CO.,

MANUFACTURERS OF

PURE WHITE LEAD,

Red Lead, Litharge, Zinc Paint, and Putty.

Office, No. 24 Wood Street,

PITTSBURGH, PA.

The following notice of guarantee, bearing our WRITTEN signature, is attached to every Keg of the above Brand:

REWARD.—We will give $20 IN GOLD for each and every ounce of ADULTERATION found in WHITE LEAD (of our Manufacture) bearing our name. We guarantee STRICT PURITY, and a degree of FINENESS nd WHITENESS UNEQUALLED by any other brand. BEYMER, BAUMAN & CO.

"T. H. McALLISTER'S HOUSEHOLD MICROSCOPE"

Is a COMPOUND MICROSCOPE, having all the essential parts of a first-class instrument. A miniature model of the most approved and modern pattern, with a range of magnifying powers for investigating all the minutiæ of animal and vegetable life, by which we are surrounded, and which are to so many an unknown world.

Price, with a collection of 48 Prepared Objects of Natural History, $10.00

T. H. McALLISTER, Optician, 49 Nassau St., New York.

THE TREMONT WATCH CO.,

EDWD. S. PHILBRICK, Treasurer,

12 West Street, Boston, Mass.,

MANUFACTURE

First-Class Lever Watches,

ON THE

AMERICAN SYSTEM.

Tremont Watches are Impervious to Dust.

EVERY MOVEMENT IS WARRANTED AND SUPPLIED WITH THEIR BEST

CHRONOMETER BALANCE,

KEEPING EXACT TIME IN ALL WEATHERS.

For Sale by all respectable Dealers.

IMPORTANT TO RAILWAY TRAVELERS,

MERCHANTS, SHIPPERS, AND OTHERS.

The following Index comprises the names of the principal Towns, Villages, Stations, and Cities situated upon the different Railways throughout the United States and the Canadas.

☞ See Index to Railways and their Terminal Stations, *page* 35.
☞ For Index to Railways Represented by Maps, *see pages* 1 *and* 2.
☞ *Travelers in Selecting their Route, are referred to the Railway Maps.*

Abbreviations.—In order to insert as many names as possible in the following Index, it has been found necessary, in many instances, to considerably abbreviate the names of the Railways on which cities and towns are situated; but it is believed the intelligent reader will find sufficient information in these abbreviations to enable him to turn to the General Index of Railways, which will be found on pages 35 to 40.

Abbeville, Miss., Miss. Central Railway
Abbeville, S.C., Greenv. & Col.
Aberdeen, Md., Phil., W. & Balt.
Abingdon, Ill., Chic., B. & Quin.
Abingdon, Va., Vir. & Tenn.
Abington, Mass., Old Colony
Abington, Penn., Del., L. & Wes.
Absecom, N.J., Cam. & Atlantic
Acquia Creek, Va., Rich., Fred. & Potomac Line
Acton, C.E., Grand Trunk
Acton, Ind., Indianap. & Cincin.
Acton West, Can., Grand Trunk
Acworth, Ga., West. & Atlantic
Ada, Mich., Detroit & Mil.
Adairsville, Ga., West. & Atlan.
Adams, Ind., Indianap. & Cincin.
Adams, Ohio, Toledo & Wabash
Adams, Ga., Southwestern Ga.
Adams, N. Y., Rome, W. & Ogd.
Adams' Basin, N.Y., N. Y. Cent.
Adams Centre, N.Y., Rome, W. & Ogdensburg
Adams Mill, Ohio, Pitts., Col. & Cincinnati
Adams Run, S. C., Charl. & Sav.
Adamsville, N.Y., Atl. & Gt. W.
Adgers, S. C., Char. & So. Car.
Addison, N.Y., Erie
Adrian, Mich., Mich. Southern
Adrian, N. Y., Erie
Adrian, O., San., Day. & Cin.
Afton, Wis., Chicago & N. W.
Agawam, Mass., Cape Cod.
Agency City, Ia., Bur. & Mo. R.
Aiken, S. C., South Carolina
Ainsworth, Ill., Pitts., Ft.W. & C.
Ainsworth, O., Mich. Southern
Ainsworth, Iowa, Chic. & R. I.
Air Line Junc., O., Mich. South.
Akron, N. Y., N. Y. Central
Akron, O., Clev., Zanesv. & Cin.
Alba, Penn., Elmira & W'msport
Albany, N. Y., Hudson River and N. Y. Central
Albany Junc., Rensselear & Sar.
Albion, Mich., Mich. Central
Albion, N. Y., N. Y. Central
Albion, R. I., Prov. & Wor.
Albion Springs, Pa., Erie & Pitts.
Alburgh, Vt., Vermont & Canada
Alburgh Springs, Vt., Ver. & Can.
Alexander's, Ill., Gt. West. Ill.
Alexandria, Va., Richm'd, Fredericksburg & Potomac Line
Alexandria Road, O., Pittsburgh, Columbus & Cincinnati
Alden, N. Y., Buff. Div. of Erie
Alder Creek, Utica & Black Riv.
Alfred, N. Y., Erie
Algonquin, Ill., Chic. & Northw.
Allatoona, Ga., West. & Atlantic
Allegany, N. Y., Erie Railway
Alleghany, Penn., Pittsburg, Ft. Wayne & Chicago
A. L. Junc., O., Det., Mon. & Tol.
Allen, Mo., Northern Missouri
Allendale, N. Y., Erie
Allen's Grove, Wis., Rac. & Miss.
Allens, Mich., Mich. Southern
Allensville, Ky., Louisv. & Nash.
Allenton, Mo., Pacific
Allentown, Pa., Lehigh Valley
Algiers Depot, La., New Orleans, Opelousas & Great Western
Alliance, Pa., Pittsb. Ft. W. & C.
Alliance, O., Cleveland & Pittsb.
Almond, N. Y., Erie
Alpine, Ala., Ala. & Tenn. River
Alpsville, Pa., Pittsburg & Connellsville
Alston, S. C., Greenville & Col.
Altamont, Md., Baltimore & O.
Alterton, Pa., Cumberland Val.
Alton, N. H., Dover & Winnep.
Alton, O., Little Miami
Alton, Ill., Chic., Alton & St. Louis, and St. Louis, Alton & Terre Haute
Alton Bay, N. H., Dov. & Win.
Altona, Ill., Chic., Bur. & Quin.
Altoona, Pa., Penn. Central
Amanda, O., Cinn. & Zanesville
Amboy, Ill., Ill. Central
Amelia C. H., Va., Rich. & Dan.
Amenia, N. Y., N. Y. & Harlem
Americus, Ga., So. Wes. & Mus.
Amherst C. H., Va., Ora. & Alex.
Amite, La., N. O. & Jackson
Amity, Ind., Indianapolis & Mad.
Amo, Ind., T. Haute & Richmond
Amsterdam, N. Y., N. Y. Cent.
Anderson, Ga., So. West. & Mus.
Anderson, Ind., Cin. & Chicago
Anderson, Ind., Bellefont. Line
Anderson, S. C., Greenv. & Col.
Anderson, Tenn., Nash. & Chat.
Anderson's, Va., Vir. Central
Anderson's Siding, Pa., Penn. Central
Andover, Conn., Hart., P. & Fish.
Andover, Mass., Boston & Maine
Andover, N. Y., Erie
Andover East, N. H., Northern
Andover West, N. H., Northern
Angola, N. Y., Buffalo & Erie
Ankneytown, O., Sand., M. & N.
Annapolis Junc., Md., Balt. & O.
Ann Arbor, Mich., Mich. Cent.
Annawan, Ill., Chicago & R. I.
Annville, Pa., Phila. & Reading
Ansonia, Ct., Naugatuck, Ct.
Anthony, R. I., Hart., Prov. & F.
Antioch, Ind., Toledo & Wabash
Antioch, Tenn., Nash. & Chatt.
Anoka, Ind., Cincinnati & Chic.
Antwerp, O., Toledo & Wabash
Antwerp, N. Y., Rome, Watertown & Ogdensburg
Apple Creek, O., Clev., Z. & Cin.
Apple River, Ill., Ill. Central
Appleton, Wis., Chic. & N. W.
Appomatox, Va., Pet. & Lynch.
Apurlia, N.Y., Syr., Bing. & N.Y.
Aqueduct Siding, Pa., Penn. Cen.
Aramingo, Pa., Phila. & Read.
Arcadia, Ind., Indianopolis, Peru & Chicago
Arcanum, O., Dayton & Union
Archbald, O., Mich. Southern
Arena, Wis., Milwaukee & Prairie du Chien
Argyle, Wis., Ken. & Rock. Div.
Arlington, Ill., Chic., Bur. & Qu.
Arlington, Vt., Troy & Boston
Arlington Mills, Va., Alex., Lou. & Hampshire
Arnold's, Pa., Allegheny Valley
Arrington, Va., Orange & Alex.
Artesia, Miss., Mobile & Ohio
Arthabaska, C. E., Grand Trunk
Ashburnham, Mass., Vt. & Mass.
Asbury, N. J., Central of N. J.
Ashepoo Bridge, S.C., Char. & Sa.
Ashkum, Ill., Ill. Central
Ashland, Ind., Chic. & Gt. E.
Ashland, Mass., Boston & Wor.
Ashland, O., Atlant. & Gt. West.
Ashland, Va., Rich., Fred. & Pot.
Ashley, Ill., Ill. Central
Ashley, O., Clev., Col. & Cin.
Ashley Falls, Conn. Housatonic
Ashmore, Ind., T. Haute & Rich., and St. Louis, Alt. & T. Haute
Ashtabula, O., Cleveland & Erie
Ashton, R. I., Prov. & Worcester
Ashuelot, N. H., Ashuelot
Ashville, Pa., Atlan. & Gt. West.
Assonet, Mass., Old Colony
Assumption, Ill., Ill. Central
Asylum, Penn., Belvidere Del.
Atalissa, Ia., Chicago & R. I.
Atcher's, Mo., Cairo & Fulton
Athens, Ala., Nash. & Decatur
Athens, O., Marietta & Cin.
Athens, Tenn., Chat. & Knox.
Athol, Mass., Vt. & Mass.
Atlanta, Ga., Georgia
Atlanta, Ill., Chic., Alton & St. L.
Atlantic City, N. J., Cam. & At.
Atlee's, Va., Virginia Central
Atlers, Va., Virginia Central
Atkinson, Wis., Chicago & R. I.
Atkinson, N. H., Boston & Maine
Attica, Ind., Toledo & Wabash
Attica, N. Y., Erie
Attleboro, Mass., Boston & Prov.
Atsion, N. J., Raritan & Del.
Atwater, O., Cleveland & Pittsb.
Atwater, Wis., Mil. & St. Paul
Auburn, Ala., Mont. & W. Point
Auburn, Ky., Louisv. & Nashv.
Auburn, Ill., Chic., Alt. & St. Lo.
Auburn, Mass., Norwich & Wor.
Auburn, Me., Maine Central
Auburn, N. Y., N. Y. Central
Auburn, Penn., Phil. & Reading
Auburndale, Mass., Bost. & Wor.
Augusta, Ga., Georgia
Augusta, Ill., Chic., Bur. & Quin.
Augusta, Ind., Laf. & Indianap.
Augusta, Me., Port. & Kennebec
Aurora, Ill., Chic., Bur. & Quin.
Aurora, Ind., Ohio & Miss.
Aurora, O., Atlan. & Gt. West'n
Austin, Ind., Jeffersonville
Avery's, Mich., Mich. Central
Avoca, N. Y., Buff. Div. of Erie
Avoca, Wis., Mil. & P. du Chien
Avon, Conn., Canal
Avon, Ill., Chic., Bur. & Quincy
Avon, N. Y., Buff. Div. of Erie
Babcock's Grove, Ill., Gal. Div. of Chicago & North Western
Bacon Creek, Ky., Louis. & Nash.
Baconsburg, O., Atlan. & Gt. W.
Back River, Pa., Phil., Wil. & B.
Bagdad, Ky., Louisville & Frank.
Bahala, Miss., N. O. & Jackson
Bainbridge, Ind., Lo., N. A. & C.
Bainbridge, Pa., Penn. Central
Bailey's, Pa., Penn. Central
Bain's, N. Y., N. Y. & Harlem
Baker's, Ind., Jeffersonville
Baker's, Ky., Nashville & Ky.
Baldwin, Fla., Fla., Atl. & G. C.
Baldwin's Brook, Conn., Hartf'd, Prov. & Fishkill
Baldwinsville, N. Y., Os. & Syr.
Baldwyn, Ala., Mobile & Ohio
Ballardvale, Mass., Bost. & Me.
Ball's Crossing, Ind., Cin. & C.
Ballston, N. Y., Rensse. & Sar.
Baltic, Conn., Hart., Prov. & F
Baltimore, Md., Balt. & Ohio, N. Central, and Phil. Wil. & Bal.
Baltimore, C. W., Coub. & Pet.
Bangor, Me., Maine Central
Bangor, Wis., Mil. & St. Paul
Baptiste Creek, C. W., Gt. West.
Bardolph, Ill., Ch., Bur. & Qu.
Bardstown Junc., Ky., Lo. & Na.
Barkley, Ill., Hannibal & St. Jo.
Barksdale, Va., Rich. & Dan.
Barmore, S. C., Greenv. & Col.
Barnesville, Ala., Macon & West.
Barnesville, O., Central Ohio
Barnsville, Va., Catawissa
Barnet's, Ind., Cin., Eat. & Rich.
Barnet's, Vt., Conn. & Pass. Riv.
Barnsboro, N. J., West Jersey

Barre, Pa., Penn. Central Railw'y
Barnstable, Mass., Cape Cod
Barrett's, Mo., Pacific
Barrington, Mass., Housatonic
Barrington, Ill., Chicago & N. W.
Barrytown, N. Y., Hudson River
Barton, Ala., Memphis & Char.
Barton, N. Y., Erie
Barton, Vt., Conn. & Pass. Riv.
Bartonsville, Vt., Rut. & Bur.
Batavia, Ia., Bur. & Miss. River
Batavia, Ill., Chic., Bur. & Quin.
Batavia, N. Y., N. Y. Central
Batesville, Ind., Indianap. & Cin.
Bath, Ill., Ill. River
Bath, Mass., Bost., Conc. & Mon.
Bath, Me., Portland & Kennebec
Bath, N. H., Bost., Conc. & Mon.
Bath, N. Y., Erie
Batchelor's Creek, N. C., Atl. & N. C.
Battle Creek, Mich., Mich. Cent.
Battle Ground, Ind., Louisville, N. Albany & Chicago
Bayard, O., Clev. & Pittsburg
Bayou Bœuf, La., N. O., Opelousas & Gt. Western
Bayou des Allem'ds, La., N. O., Opelousas & Gt. Western
Beach Haven, Pa., Lack. & Bl.
Beachville, Can. W., Gt. West.
Beacon Falls, Ct., Naugatuck
Bealeton, Va., Orange & Alex.
Beamsville, Can. W., Gt. West.
Bear, Del., Peninsular Line
Beards, Ky., Louis. & Frankfort
Beatty's, Pa., Penn. Central
Beaufort, N. C., Atl. & N. C.
Beaver, Pa., Catawissa
Beaver Brook, Mass., Essex
Beaver Dam, Ill., Mil. & St. Paul
Beaver Dam, Va., Vir. Central
Beaver Meadow, Ala., Mob. & O.
Becancour, C. E., Grand Trunk
Becket, Mass., Western Mass.
Bedford, Ind., Lou., N. A. & Ch.
Bedford, N. H., Man. & N. Weare
Bedford, L. I., Long Island
Bedford, N. Y., N. Y. & Harlem
Bedford, O., Clev. & Pittsburg
Bedford Springs, Pa., Hunting. & Broad Top
Beekmantown, N. Y., Pl. & Mon.
Belair, Ga., Georgia
Belair, Fla., Tallahassee
Belchertown, Mass., N. Lon. N.
Belfast, Ia., Des Moines Valley
Belgrade, Me., Maine Central
Bellaire, O., Central Ohio
Bellbuckle, Ky., Nashv. & Chat.
Belle Air, O., Clev. & Pittsb.
Belle Centre, O., Sand., Day. & Cin., and Bellefontaine Line
Bell Ewart, Can., North. of Can.
Bellefontaine, O., Sand., Day. & Cin., and Bellefontaine Line
Bellefontaine, Mo., North. Mo.
Bellefonte, Ala., Memp. & Charl.
Bellefonte, Ga., So. West. & Mus.
Belle Plain, Ia., Chicago & Iowa
Belle River, C. W., Gt. West. Ca.
Belleplain, N. J., West Jer. Line
Belleville, C. W., Grand Trunk
Belleville, Ind., B. & Illinoistown
Belleville, O., San., Mans. & N.
Belleville, Wis., Chic. & N. W.
Bellevue, O., Cleveland & Tol.
Bellevue, Pa., Phil., Wil. & Bal.
Bellfield, Va., Rich., Fred. & Po.
Bellingham, Mass., Norfolk Co.
Bellona, N. Y., Nor. Div. of Erie
Bellow's Falls, Vt., Rut. & Bur.
Bell's, Tenn., Memphis & Ohio
Bell's Mills, Pa., Penn. Central
Bell's Valley, Va., Vir. Central
Bell's Road, Pa., Phil., Wil. & B.
Bellton, Va., Baltimore & Ohio
Belmont, Ky., Louisv. & Nashv.
Belmont, Mass., Fitchburg
Belmont, O., Central Ohio
Beloit, Wis., Chicago & N. W.
Beloit, Wis., Racine Miss.
Belpre, O., Marietta & Cinn.
Belton, S. C., Greenv. & Colum.
Beltsville, Md., Washington Br.
Belvidere, Ill., Gal. & Chic. Un.
Belvidere, Ky., Louisv. & Frank.
Belvidere, N. J., Northern
Belvidere, N. Y., Erie
Belvidere, Pa., Belvidere Del.
Bement, Ill., Gt. West. Ill.
Bennington, Vt., Troy & Boston
Benson, Ky., Louisv. & Frankf.
Benson, Vt., L. Champlain Line
Bentley, Ill., Ill., Southern Iowa
Benton, Ky., Kentucky Central
Benton's Centre, N. Y., Erie
Benton's Ferry, Va., Balt. & O.
Bentonsport, Ia., Des Moines, V.
Benwood, Va., Baltimore & Ohio
Berea, O., Clev., Colum. & Cin.
Bergen, N. Y., N. Y. Central
Bergen Iron Works, N. J., Raritan & Delaware Bay
Berger, Mo., Pacific
Berlin, Conn., New Haven, Hartford & Springfield
Berlin, C. W., Grand Trunk
Berlin, Ill., Milwaukee & St. Paul
Berlin, Md., Baltimore & Ohio
Berlin, O., Clev., Colum. & Cin.
Berlin, O., Portsmouth Branch of Marietta & Cincinnati
Berlin, Wis., Milw. & Horicon
Berlin Falls, N. H., Grand Trunk
Bernardstown, Mass., Conn. Riv.
Berry's, Ky., Kentucky Central
Bertram, Ia., Chic., Iowa & Neb.
Bertrand, Mo., Cairo & Fulton
Berwick, O., San., Day. & Cin.
Berwick, Penn., Lack. & Blooms.
Berzelia, Ga., Georgia
Besk, N. C., Atlantic & N. C.
Bethalto, Ill., St. Louis, Alton & T. Haute
Bethel, Conn., Danbury & Norw.
Bethel, Me., Grand Trunk
Bethel, Vt., Conn., Ver. & Can.
Bethlehem, Pa., Lehigh Valley and North Penn.
Beverly, Mass., Eastern
Beverly, N. J., Cam. & Amboy
Bevier, Mo., Hannibal & St. Jos.
Biddeford, Me., Portland, Saco & Portsmouth
Big Flats, N. Y., Erie
Big Lick, Va., Vir. & Tenn.
Big Run, O., Marietta & Cin.
Big Sand Furnace, O., Ma. & Cin.
Big Shanty, Ga., Chat. & Atlanta
Big Spring, Ky., Louis. & Frankf.
Big Spring, O., Bellefont. Line
Big Spring, Va., Vir. & Tenn.
Billerica, Mass., Bost. & Lowell
Binghampton, N. Y., Erie
Bird in Hand, Pa., Penn. Central
Birdsboro, Pa., Phila. & Reading
Bird's Point, Mo., Cairo & Fult.
Birmingham, Mich., Det. & Mil.
Birmingham, Pa., Penn. Central
Blackberry, Ill., Chic. & N. W.
Black Creek, N. C., Wil. & Wel.
Black Earth, Ill., Milw. & P. Du Chien
Black Hall, Conn., N. H., N. Lon. & Stonington
Black Hand, O., Central Ohio
Black Lick, O., Central Ohio
Black Lick, Pa., Penn. Central
Black River, C. E., Grand Trunk
Black Rock, N. Y., N. Y. Central
Blackshear, Ga., Sav., Alb. & G.
Blackstock, S. C., Charl. & S. C.
Blackstone, Mass., Prov. & Wor.
Blackville, S. C., South Carolina
Blacks' & Whites', Va., Pet. & L.
Blackwell's, Mo., St. L. & I. Mou.
Bladensburg, Md., Wash. Branch
Bladenboro, N. C., Wil., C. & R.
Blairstown, Ill., Chic. & N. Wes.
Blairstown, Ia., Chic. & N. W.
Blairsville, Mo., St. L. & I. Mou.
Blairsville, Pa., Penn. Central
Blairsville Intersec., Penn. Cent.
Blanchester, O., Marietta & Cin.
Blandon, Pa., East Penn.
Blauveltville, N. Y., Erie
Bleachery Mass., Bost. & Lowell
Blissfield, Mich., Mich. Southern
Blodgett's Mills, N. Y., Syr., B. & N. Y.
Blood's, N. Y., Buff. Div. of Erie
Bloom, O., Portsmouth, Branch of Marietta & Cin.
Bloomfield, O., Pitts., Col. & Cin.
Bloomfield, N. J., Newark & B.
Bloomingdale, Ga., Central Ga.
Bloomington, Ind., Louisv., N. A. & Chicago
Bloomington, Ill., Ill. Central
Bloomsburg, Pa., Lack. & Bloom.
Bloomsbury, N. J., Cent. of N. J.
Blossburg, Pa., Corning, Bloss. & Tioga
Blue Island, Ill., Chicago & R. I.
Blue River, Ill., Mil. & P. Du C.
Bluff City, Ill., Great Western
Boazman's, S. C., Greenv. & Col.
Bogue Chitto, Miss., N. O., Jackson & Gt. Nor.
Boiling Spring, N. J., Erie
Bolivar, Pa., Penn. Central
Bolivar, Tenn., Miss. Central
Bolton, Conn., Hart., Prov. & F.
Bolton, Miss., Southern Miss.
Bolton, Vt., Vt. & Canada
Bonaparte, Ia., Des Moines Val.
Bonds, Ky., N. O. & Ohio
Bonneau, S. C., North Eastern
Bonnett's Mills, Mo., Pacific
Bonsack's, Va., Vir. & Tennessee
Boon Hill, N. C., North Carolina
Boonville, Ala., Mobile & Ohio
Boonville, N. Y., North'n (Ogd.)
Booth's, Ky., Louis. & Nashville
Bordentown, N. J., Cam. & Am.
Boscawen, N. H., Northern N. H.
Boscobel, Wis., Mil. & P. Du Ch.
Boston, Ky., Louisv. & Nashville
Boston, Mass., Boston & Prov.; Fitchburg; Norfolk Co.; Bost. & Wor.; Eastern; So. Shore; Old Colony; Bost. & Lowell; Boston & Maine
Boston, Va., Rich. & Danville
Boston Corners, N. Y., Harlem
Bostwick, Ga., Central Georgia
Bothwell, Can. W., Gt. Western
Botkins, Ind., Dayton & Mich.
Botsford, Conn., Housatonic
Bound Brook, N.J., Cen. of N. J.
Boundary Line, N. H., Grand T.
Bourbon, Mo., S. W. Br. of Pac.
Boutte, La., N. O., Opelousas & Gt. Western
Bovina, Miss., Southern Miss.
Bowden, N. C., Wilm. & Weldon
Bowdoinham, Me., Port. & Kenn.
Bowen, Ill., Ill. & Southern Iowa
Bowers, Pa., East Penn.
Bowerston, O., Pitts., Col. & Cin.
Bowling Green, Ky., Lou. & Nas.
Bowlusville, O., San., Day. & Cin.
Bowmanville, Can. W., Grand T.
Boxford, Mass., Newburyport
Boyce, Tenn., Western & Atlan.
Boyd, Ky., Kentucky Central
Boykins, Va., Seaboard & Roanoke
Braceville, Pa., Atl. & Gt. West.
Braddock's, Pa., Pitts. & Conrels.
Bradford, Can. W., North. of Can.
Bradford, Ind., Louisv., N. A. & Chic.
Bradford, Mass., Bost. & Maine
Bradford, N. H., Con. & Clarem.
Bradford, Vt., Conn. & Pass. Riv.
Bradly's, Conn., Canal
Brady's Mill, Va., Balt. & Ohio
Braggville, Mass., Bost. & Wor.
Braintree, Mass., Old Colony
Braintree, Vt., Ver. & Canada
Branchport, N. J., Rar. & Dela. Bay
Branch Switch, Conn., N. Haven, Hartford & Springfield
Branchville, Va., Sea. & Roanoke
Brandon, Ill., Milw. & St. Paul
Brandon, Vt., Rutland & Bur.
Brandon, Miss., Southern Miss.
Brandon, Wis., Milw. & Horicon
Brandy, Va., Orange & Alex.
Branford, Conn., N. H., N. London & Stonington
Branford, C. W., Buff. & L. Hur.
Brashear, La., N. O., Opelousas & Gt. Western
Brasher's Falls, N. Y., N. Ogdens.
Brattleboro, N. C., Wil. & Weld.
Brattleboro, Vt., Verm. & Mass.
Brazil, Ind., T. Haute & Richm.
Breckenridge, Mo., Han. & St. J.
Breese, Ill., Ohio & Miss.
Bremen, Ill., Chicago & Rock I.
Bremen, O., Cin. & Zanesville
Brentwood, Ky., Nash. & Decat.
Brevard, N. C., Wilm., Charlotte & Rutherford
Brewer, Ga., Central Georgia
Brewster's, N. Y., N. Y. & Harl.
Brickton, Ill., Chic. & N. West.
Bridgeport, Ala., Nash. & Chat.
Bridgeport, Conn., N. Y. & Harl., Naugatuck, and Housatonic
Bridgeport, Ill., Chic., Alton & St. Louis
Bridgeport, Ill., Ohio & Miss.
Bridgeport, Ind., T. Haute & R.
Bridgeport, Md., Northern Cent.
Bridgeport, O., River Division of Cleveland & Pittsburg
Bridgeport, Pa., Cumber. Valley
Bridgeport, Va., N. West. Vir.
Bridgeport, Wis., Milw. & P. Du Chien
Bridgeton, Mo., North Missouri
Bridgeton, N. J., West Jer. Line
Bridge Track, O., Cleve. & Tol.
Bridgeville, Del., Peninsul'r Line
Bridgeville, Pa., Del., Lac. & W.
Bridgewater, Mass., Old Colony
Bridgewater, N. H., Bost., Conc. & Montreal
Brighton, Can. W., Grand Trunk
Brighton, O., Cin., Ham. & Day.
Brighton Course, Ill., Chic., Alton & St. Louis
Brights, Ind., Indianap. & Mad.
Brimfield, Mass., Western Mass.
Brinton's, Pa., Penn. Central
Bristoe, Va., Orange & Alexand.
Bristol, Conn., Hart., Prov. & F.
Bristol, Mich., Mich. Southern
Bristol, N. H., Northern N. H
Bristol, N. J., New Jersey
Bristol, R. I., Prov., War. & Bris.
Bristol, Tenn., Vir. & Tennessee

Bristol, Wis., Chic. & N. Western Railway
Bristow, Ky., Louisv., Nashville, Clarksville & Memphis Line
Brittannia Mills, Grand Trunk
Britton's, Ind., Ind., Peru & Chic.
Broad Ford, Pa., Pittsb. & Con.
Broadwell, Ill., Chic., Alton & St. Louis
Brockport, N. Y., N. Y. Central
Brockville, C. W., Grand Trunk
Brocton, N. Y., Buff. & Erie
Brodhead, Ill., Mil. & P. du Ch.
Brompton Falls, C. E., Grand T.
Bronson, Mich., Mich. Southern
Bronte, Can. W., Great Western
Bronxville, N. Y., N. Y. & Har.
Brookfield, Conn., Housatonic
Brookfield, Ind., Indianap. & Cin.
Brookfield, Mass., Western Mass.
Brookfield, Mo., North Missouri
Brookhaven, Miss., N. O. & Jack.
Brookline, Mass., Bost. & Wor.
Brooklyn, Ia., Chicago & R. I.
Brooklyn, N. Y., Long Island, and Raritan & Delaware Bay
Brooks, Conn., Canal
Brooks, Ky., Louisv. & Nashv.
Brooksville, Miss., Mobile & Ohio
Brooksville, Vt., Rutland & Bur.
Brookston, Ind., Louisv., N A. & Chicago
Brosseau's, C. E., Mont. & Cham.
Brownhelm, O., Lake Shore Line
Brown Marsh, N. C., Wilming., Charlotte & Rutherford
Brown's, N.J., Camden & Amboy
Brownsboro, Ala., Mem. & Char.
Brownstown, Ind., Ohio & Miss.
Brownsville, Tenn., Louisv. & Nashville Line
Brownville, N. Y., Rome, Watertown & Ogdensburg
Brunswick, Me., Port. & Kenne.
Brush River, Pa., Phil., Wil. & Baltimore
Brush's Mills, N. Y., Nor. (Ogd.)
Brushville, N. Y., Long Island
Bryan, O., Mich. Southern
Bryant, Ky., Kentucky Central
Bryant's Pond, Me., Grand Tru'k
Buchanan, Mich., Mich. Central
Buckatunna, Miss., Mobile & O.
Buck Creek, Ind., Tol. & Wabash
Buckhead, Ga., Georgia
Buckland's, Conn., Hart., Prov. & Fishkill
Bucklin, Mo., North Missouri
Buckner's, Ky., Louisv. & Frank.
Buckton, Va., Manassas Gap
Bucyrus, O., Pittsb., Ft. W. & C.
Buda, Ill., Chic., Bur. & Quincy
Buena Vista, Ind., Indianapolis Peru & Chicago
Buena Vista, Pa., Pittsb. & Con.
Buffalo, N. Y., Buff. Div. of Erie, N.Y. Central, and Buff. & Erie
Buffalo Gap, Va., Vir. Central
Buffington, Mo., Cairo & Fulton
Buford's, Ky., Nashville & Decat.
Buford's, Va., Vir. & Tennessee
Bull's Gap, Tenn., E. Tenn. & Va.
Bull's Island, N. J., Belvid. Del.
Bumpass's, Va., Vir. Central
Bunker Hill, Ill., St. Louis, Alton & T. Haute
Bunker Hill, Ind., Indianapolis, Peru & Chicago
Buntyn, Tenn., Memp. & Charl.
Bureau, Ill., Chicago & Rock I.
Burgaw, N. C., Wilm. & Weldon
Burghill, O., Atlan. & Gt. West.
Burke, N. Y., North. (Ogdensb.)
Burke's, Va., Orange & Alexan.
Burkeville, Va., Rich. & Danv.
Burlington, Conn., Ver. & Can.
Burlington, Ia., Chicago, Bur. & Quincy, and Bur. & Missouri R.
Burlington, N. J., Cam. & Amb.
Burlington, Vt., Rutland & Bur., and Ver. Central
Burlington, Wis., Racine & Miss.
Burnett, Wis., Chic. & N. West.
Burnetsville, Ind., Tol., Logansport & Burlington
Burnham, Me., Maine Central
Burn's, Miss., Mem. & Charleston
Burn's, N. Y., Erie
Burnside, Conn., Hartf., Prov. & Fishkill
Burnsville, Ala., Ala. & Tenn.
Burr Oak, Mich., Mich. So. & No. Ind.
Burr's Mills, O., Central Ohio
Burrville, Conn., Naugatuck
Burtt's, Mass., Salem & Lowell
Burton, Va., Baltimore & Ohio
Busenbark's, O., Cin., Hamil. & Dayton
Bushnell, Ill., Chic., Bur. & Quin.
Bushkirk's Bridge, N. Y., Troy & Boston
Butler, Ill., St. Lou., Alt. & T. H.
Butler, Ind., Michigan Southern
Butler, Ky., Kentucky Central
Butler's, Ind., Indianap. & Mad.
Butlerville, Ind., Ohio & Miss.
Buxton Centre, Me., York & Cum.
Byfield, Mass., Newburyport
Byram, Miss., N. O. & Jackson
Byron, N. Y., New York Central
Cable, O., Columbus & Indianap.
Cades, S. C., North Eastern
Cadet, Mo., St. Lou. & Iron Mou.
Cadiz, O., Pittsb., Col. & Cin.
Cadiz Junc., O., Pittsb., Col. & Cin.
Cainesville, C. W., Buff. & Lake Huron
Cairo, Ill., Ill. Central, Mobile & Ohio, and Cairo & Fulton
Cairo, O., Dayton & Michigan
Cairo, Va., North West Vir.
Calamine, Wis., Mineral Point
Caledonia, C.W., Buff. & L. Hur.
Caledonia, Ill., Kenosha & Rock.
Caledonia N. W. Crossing, Ill., Fox River Valley Line
Caledonia, N. Y., N. Y. Central, and Buff. Div. of Erie
Caledonia, O., Bellefont. Line
Calhoun, Ga., Chat. & Atlanta
Calhoun, Miss., Miss. Central
California, Mo., Pacific
Callao, Mo., Hannibal & St. Jos.
Callicoon, N. Y., Erie
Calumet, Ill., Illinois Central
Calumet, Ind., Mich. Southern
Calvey, Mo., S. W. Br. of Pacific
Camak, Ga., Georgia
Camanche, Ia., Chic., Ia. & Neb.
Cambria, Wis., Milw. & St. Paul
Cambridge City, Ind., Col. & Ind.
Cambridge Crossing, Mass., Bost. & Worcester
Cambridge, N. Y., Atl. & Gt. W
Cambridge, O., Central Ohio
Cambridge, Vt., Rut. & Wash.
Camden, Del., Peninsular Line
Camden, N. J., Cam. & Amboy; Cam. & Atl.; Rar. & Del. Bay; West Jersey
Camden, O., Cin., Eaton & Rich.
Camden, O., Cleveland & Toledo
Camden, N. Y., Rome, Watert. & Ogdensburg
Cameron, Ga., Central Georgia
Cameron, Ill., Chic., Bur. & Qu.
Cameron, Md., Winchest. & Pot.
Cameron, Mo., Han. & St. Jos.
Cameron, N. Y., Erie
Cameron, Va., Baltimore & Ohio
Camillus, N. Y., New York Cent.
Campbell, N. Y., Buff. Div. of E.
Campbell, S. C., Charlotte & S. C.
Campbell's, O, Central Ohio
Campbell's, Tenn., Nash. & Dec.
Campbellsburg, Ind., Louisv., N. Albany & Chicago
Campello, Mass., Old Colony
Camp Point, Ill., Chic., Bur. & Quincy
Camp's Mills, Conn., Naugatuck
Campville, N. Y., Erie
Canaan, Conn., Housatonic
Canaan, N. H., Northern N. H.
Canaan, N. Y., Western Mass.
Canandaigua, N. Y., N. Y. Cent., and Northern Div. of Erie
Canaserago, N. Y., N. Y. Central
Canaserago, N. Y., Northwestern Div. of Erie
Canastota, N. Y., N. York Cent.
Candia, N. H., Concord & Ports.
Canfield, C. W., Buff. & L. Huron
Canfield, Ill., Chic. & N. West.
Canister, N. Y., Erie
Cannon's, Conn., Danb. & Norw.
Canterbury, Conn., Hart., Prov. & Fishkill
Canterbury, Del., Peninsul. Line
Canterbury, N.H., Bost., Concord & Montreal
Canton, Ill., Galesb., Peoria & Lewiston
Canton, Ky., Kentucky Central
Canton, Mass., Bost. & Prov.
Canton, Md., Phil., Wil. & Balt.
Canton, Miss., Mississippi Cent.
Canton, O., Pittsb., Ft. W. & Ch.
Canton, Pa., Elmira & W'msport
Cape Elizabeth, Me., Port., Saco & Portsmouth
Cape May, N. J., West Jersey
Cape Vincent, N. Y., Rome, Watertown & Ogdensburg
Capron, Ill., Kenosha & Rockford
Carbon, Mo., Hannibal & St. Jos.
Carbondale, Ill., Illinois Central
Cardington, O., Clev., Col. & Cin.
Carey, O., San., Day. & Cin.
Careyville, O., Dayton & Mich.
Carlinville, Ill., Chic., Alton & St. Louis
Carlinville, Va., Alex., Loudon & Hampshire
Carlisle, Ind., Evansv. & Crawf.
Carlisle, Ind., Mich. Southern
Carlisle, O., Cin., Ham. & Day.
Carlisle, Pa., Cumberland Valley
Carltonville, Mass., Sal. & Low.
Carlyle, Ill., Ohio & Mississippi
Carmel, Me., Maine Central
Carolina, R. I., Stoningt. & Prov.
Carolina City, N. C., Atl. & N. C.
Carondelet, Mo., St. Lo. & I. Mo.
Carpenterville, N.J., Belv. Del.
Carroll, Pa., Mobile & Ohio
Carrollton, N. Y., Erie
Carrollton, O., Cin., Ham. & Day.
Carrollton, O., Carroll. & Oneida
Carron Brook, C. W., G'd Trunk
Cassville, Va., Seab. & Roanoke
Carter's, Tenn., E. Tenn. & Vir.
Cartersburg, Ind., T. Haute & Richmond
Carter's Creek, Tenn., Nashv. & Decatur
Cartersville, Ga., Chat. & Atl.
Carthage, Ill., Illinois & So. Iowa
Carthage, N. Y., Hudson River
Carthage, O., Cin., Ham. & Day.
Cary, Ill., Chic. & N. Western
Caseyville, Ill., Ohio & Miss.
Cash's, S. C., Cheraw & Darling.
Cass, Ga., Chat. & Atlanta
Cassel's, O., Central Ohio
Cassville, Ind., Ind., Peru & Chic.
Castalia, O., San., Day. & Cin.
Castile, N. Y., N. West. Div. of Erie
Castleton, Ind., Indianap., Peru & Chic.
Castleton, N. Y., Hudson River
Castleton, Vt., Rutland & Wash.
Catasauqua, Penn., Lehigh Val.
Catawba, Ky., Kentucky Cent.
Catawba, N. C., Western N. C.
Catawba, O., Springfield Br. of Clev., Col. & Cin.
Catawba River, S. C., Charlotte & South Car.
Catawissa, Mo., S. W. Br. of Pac.
Catawissa, Pa., Catawissa
Catawissa Bridge, Pa., Lack. & Bloomsburg
Catlett's, Va., Orange & Alex.
Catlin, Ill., Great Western
Catnip Hill, Ky., Kentucky Cent.
Catskill Station, N. Y., Hud. R.
Cattaraugus, N. Y., Erie
Caugnawaga, C.E., Mon. & Cham.
Cave City, Ky., Louis. & Nash.
Cavendish, Vt., Rut. & Bur.
Cayuga, Ill., Chic., Alt. & St. L.
Cayuga, N. Y., New York Cent.
Cedar Creek, Wis., Mil. & St. P.
Cedar Falls, Iowa, Dubuque & Sioux City
Cedar Hill, Ky., Nashv. & Ken.
Cedar Rapids, Ia., Chic., Iowa & Nebraska
Cedarville, O., Little Miami
Center Bridge, Pa., Belvid. Del.
Center Station, O., Iron
Center Valley, Pa., North Penn.
Central, Va., Vir. & Tenn.
Central, Va., North Western
Central Village, Conn., Norw. & Worcester
Centralia, Ill., Illinois Central
Centralia, Mo., North Mo.
Centreville, Conn., Canal
Centreville, O., Mich. Southern
Centerville, O., San., Mans. & Newark
Centreville Pike, Ind., Cin. & Chic.
Centreville, Ala., Ala. & Tenn.
Centreville, Ind., Col. & Indiana.
Centreville, Pa., Chester Valley
Centreville, Pa., Oil Creek
Cerro Gordo, Ill., Gt. Western
Chambersburg, Pa., Cumb. Val.
Chamois, Mo., Pacific
Champaign, Ill., Illinois Central
Champlain, N. Y., Nor. (Ogd.)
Chandlers, Pa., Penn. Central
Chandlerville, Ill., Illinois River
Chapells, S. C., Greenv. & Colum.
Chapequa, N. Y., N. Y. & Har.
Chapin, Ill., Great Western
Charleston, Ill., St. Lou., Alton & T. Haute
Charleston, Md., Phil., Wil. & B.
Charleston, Mo., Cairo & Fulton
Charleston, S. C., So. Car., Char. & Sav., and North East. (S.C.)
Charleston, Tenn., Chat. & Knox.
Charlestown, Mass., Fitchburg
Charlestown, Md., Win. & Pot.
Charlestown, R. I., Ston. & Prov.
Charlotte, N. C., North Carolina
Charlotte, N. Y., N. Y. Central
Charlotte, Vt., Rutland & Bur.
Charlottsville, Ind., Col. & Ind.

Charlottsville, Va., Vir. Central Railway
Charlton, Mass., Western Mass.
Chartiers, Pa., Allegheny Val.
Chateaugay, N. Y., Nor. (Ogd.)
Chatham, C. W., Gt. West. Can.
Chatham, Ill., Chic., Alt. & St. L.
Chatham, N. J., Morris & Essex
Chatham, N. Y., Western Mass.
Chatham Centre, N.Y., Western
Chatham Corner, N. Y., N. Y. & Harlem
Chatsworth, Ill., Tol., Peoria & Warsaw
Chattanooga, Tenn., Nashville & Chat.; Chat. & Knox.; Mem. & Charl.; and West. & Atl.
Chatton, Ill., Ill. & So. Iowa
Chaudiere, C. E., Grand Trunk
Chaudiere Junc., C. E., Grand T.
Chaumont, N. Y., Rome, Watertown & Ogdensb.
Chawalla, Tenn., Mem. & Charl.
Chazy, N. Y., North. (Ogdensb.)
Chebanse, Ill., Illinois Central
Checauqua, Ia., Bur. & Missouri
Chehaw, Ala., Montg. & West P.
Chelmsford, Mass., Bost. & Low.
Chelsea, Mass., Eastern
Chelsea, Mich., Michigan Cent.
Cheltenham, Mo., Pacific
Chemung, Ill., Keno. & Rockford
Chemung, N. Y., Erie
Chenango, N. Y., Syr., Bing. & New York
Chenango Forks, N. Y., Syracuse, Bing. & New York
Chenoa, Ill., Chic., Alton & St. Lo., and Logansp., Peo. & Bur.
Cheraw, S. C., Cheraw & Darl.
Cherokee, Ala., Memp. & Charl.
Cherry Run, Va., Balt. & Ohio
Cherry's, Ky., Louisv. & Nashv.
Cherry Valley, Ill., Galena Div. of Chic. & N. Western
Cheshire, Conn., Canal
Chestnut Hill, Pa., Read. & Col.
Chester, Mass., Western Mass.
Chester, N. Y., Erie
Chester, Pa., Phil., Wil. & Bal.
Chester, S. C., Charlotte & South Car.
Chester, Va., Rich., Fred. & Pot.
Chester, Vt., Rutland & Bur.
Chester, Wis., Chic. & N. West.
Chesterfield, Ind., Bellefont. Line
Chesterfield, Va., Rich., Fred. & Pot. Line
Chesterville, N. Y., Erie
Chicago, Ill., Chic., Alton & St. Louis; Chic., Bur. & Quincy; Chic. & Milw.; Chic. & N. W.; Chic. & R. I.; Chic. & Gt. Eastern; Mich. Central; Mich. South.; Pittsb., Ft. W. & Chic.
Chicago Junc., Ill., Mich. South.
Chicago, Ky., Lebanon Branch of Louisv. & Nashv.
Chicamaugua, Tenn., Chat. & At.
Chicopee, Mass., Conn. River
Chicopee Falls, Mass., Chicopee Falls Branch
Childersburg, Ala., Ala. & Tenn. River
Chili, N. Y., New York Central
Chilicothe Mo., Han. & St. Jo.
Chillicothe, Ill., Chicago & R. I.
Chillicothe, O., Marietta & Cin.
China Grove, N. C., North Car.
Chittenango, N. Y., N. Y. Cent.
Christiana, Pa., Penn. Central
Christiana, Tenn., Nash. & Chat.
Christiansburg, Ky., Lo. & Fran.
Christiansburg, Va., Vir. & Tenn.
Chuckahoula, La., N. O., Opelousas & Gt. Western
Chula, Va., Richmond & Danv.
Chulasky, Pa., Lack. & Bloomsb.
Chunchula, Ala., Mobile & Ohio
Chunky, Miss., Southern Miss.
Chunnuggee, Ala., Mob. & Gir.
Churchville, N. Y., N. Y. Cent.
Cicero, Ind., Indianap., Peru & Chicago
Cincin Furnace, O., Mar. & Cin.
Cincinnati, O., Cin. & Chic. Air Line; Cin., Ham. & Day.; Cin., Peru & Chic.; Cin. & Zanesv.; Atl. & Gt. West.; Indianap. & Cin.; Marietta & Cin.; Ohio & Miss., Little Miami, Col. & Xenia; Kentucky Cent.
Cincinnati Junc., Ind., Tol., Logansport & Bur.
Circleville, O., Cin. & Zanesv.
Citronelle, Ala., Mobile & Ohio
City Avenue, Pa., Penn. Central
City Mills, Mass., Norfolk Co.
City Point, Va., Peter. & Lynch.
Clappville, Mass., Western
Claremont, Conn., Ver. & Can.
Claremont, Ind., Ohio & Miss.
Clarence, Ia., Chic., Iowa & Neb.
Clarence, Mo., Han. & St. Jo.
Clarence Centre, N.Y., N.Y. Cen.
Clarendon, Vt., Rut. & Bur.
Clarke, Ind., Pitts., Ft. W. & Chi.
Clark's, Ind., Chic. & Gt. Eastern
Clarksburg, Va., N. West. Vir.
Clark's Ferry, Pa., North. Cent.
Clark's Hill, Ind., Laf. & Ind.
Clark's Summit, Pa., Del., Lack. & Western
Clarkston, Mich., Det. & Milw.
Clarksville, Ky., Lou. & Nashv.
Clarksville R'way, N. C., Raleigh & Gaston
Clarksville, O., Cin. & Zanesv.
Clarksville, Pa., Erie & Pittsb.
Clarksville, Va., Roanoke Valley
Clarksville Junc., N. Y., Dela., Lack. & Western
Claverack, N. Y., Hud. & Bost.
Clay City, Ill., Ohio & Miss.
Clay Junc., O., Cleve. & Tol.
Clay Lick, O., Central Ohio
Claymont, Pa., Phil., Wil. & Bal.
Claypool's, O., Central Ohio
Clays, Va., Vir. & Tennessee
Claysville, O., Little Miami, Col. & Xenia
Claysville. Va., N. West. Vir.
Clayton, Ill., Ill. & South. Iowa
Clayton, Ind., T. Haute & Rich.
Clayton, Mich., Mich. Southern
Cleveland, O., Clev., Col. & Cin.; Clev. & Erie; Clev. & Pittsb.; Clev. & Toledo; Clev. Br. of Atl. & Gt. West.
Cleveland, Ind., Columbus & Ind.
Cleveland, Tenn., Chat. & Knox.
Cleves, O., Indianapolis & Cin.
Cliett's, Ala., Montg. & West P.
Clifton, Ill., Chic., Iowa & Neb.
Clifton, Ill., Illinois Central
Clifton, Ia., Chic. & R. I.
Clifton, N. Y., New York Cent.
Clifton Springs, N. Y., N.Y. Cen.
Clinton, C.W., Buff. & L. Huron
Clinton, Conn., N. Hav., N. Lon. & Stonington
Clinton, Ill., Illinois Central
Clinton, Ia., Chic., Iowa & Neb.
Clinton, Ky., Mob. & O., N. Div.
Clinton, Me., Maine Central
Clinton, Mass., Wor. & Nashua
Clinton, Mich., Jackson Br. of Mich. Southern
Clinton, Miss., Southern Miss.
Clinton, N. J., Central of N. J.
Clinton, O., Cin. & Zanesville
Clinton, O., Clev., Zanes. & Cin.
Clinton, Pa., Newcastle & Beaver Valley
Clinton, Wis., Racine & Miss.
Clinton Junc., Wis., Chic. & N. Western
Clintonville, Ill., Chic. & N. W.
Cliola, Ill., Chic., Bur. & Quincy, and Quincy & Toledo
Closter, N. J., Northern of N. J.
Clover, Va., Richmond & Danv.
Cloverdale, Ind., Louisv., N. Albany & Chicago
Clyde, N. Y., New York Central
Clyde, O., Cleveland & Toledo
Clyman, Wis., Chic. & N. West.
Clymer's, Ind., Tol. & Wabash
Coal Dale, O., Central Ohio
Coalfield, Va., Rich & Danv.
Coal Track, Ill., Illinois Central
Coatesville, Ind., T. Haute & R.
Coatesville, Pa., Penn. Central
Coaticook, C. E., Grand Trunk
Coatsburg, Ill., Chic., Bur. & Qu.
Cobham, Va., Virginia Central
Cobourg, C. W., Grand Trunk
Cochocton, N. Y., Erie
Cochran, Ind., Ohio & Miss.
Cochranton, Pa., Franklin Br. of Atlantic & Gt. Western
Cockeysville, Md., North. Cent.
Cobden, Ill., Illinois Central
Coerse, Ind., Pitts., Ft. W. & Ch.
Coffee Run, Pa., Hunt. & B. Top.
Coffeeville, Miss., Miss. Central
Coffin's, Ind., Col. & Indianap.
Cogan Valley, Pa., North. Cent.
Cohasset Narrows, Mass., Cape C.
Cokesbury, S. C., Greenv. & Col.
Colborne, C. W., Grand Trunk
Colchester, Ill., Chic., Bur. & Q.
Colchester, Vt., Vermont & Can.
Cold Spring, N. J., W. Jer. Line
Cold Spring, N. Y., At. & Gt. W.
Cold Spring, N. Y., Hudson Riv.
Cold River, N. H., Cheshire
Coldwater, Mich., Lake Shore & Mich. Southern
Cold Water, Miss., Miss. & Tenn.
Cold Water, N. Y., New Y. Cent.
Colesburg, Ky., Louisv. & Nash.
Colfax, Ind., Laf. & Indianapolis
Colliers, Ga., Macon & Western
Collierville, Tenn., Mem. & Char.
Collingwood, C. W., Nor. of Can.
Collinsville, Conn., Collinsville Br. of Canal
Collinsville, O., Cin., Eaton & Richmond
Colmar, Ill., Chic., Bur. & Quin.
Colo, Ia., Chic., Iowa & Neb.
Coloma, Ill., Illinois Central
Colona, Ill., Chic. & Rock Island
Columbia, O., Central Ohio
Columbia, Pa., Penn. Cent., and Reading & Columbia
Columbia, S. C., Char. & S. C.
Columbia, Tenn., Nashv. & Dec.
Columbia, Ind., Pitts. Ft. W. & C.
Columbia × Roads, Pa., Elmira & W'msport.
Columbiana, Ala., Ala. & Tenn. River
Columbiana, O., Pitts., Ft. W. & Chic.
Columbus, Ga., So. West. Georgia
Columbus, Ind., Jeffersonville
Columbus, Ky., Mobile & Ohio, Northern Div.
Columbus, Miss., Mobile & Ohio
Columbus, N. Y., Atl. & Gt. W.
Columbus, O., Clev., Col. & Cin.; Colum. & Md.; Little Miami; Pitts. Col. & Cin.; and Cent. O.
Columbus, Tenn., Miss. Central
Columbus, Pa., Penn. Central
Columbus Grove, O., Day. & Mic.
Comoe, Ill., Chic. & N. West.
Comoe, Miss., Miss. & Tenn.
Company's Shops, N. C., Nor. C.
Compton, C. E., Grand Trunk
Comstock's Landing, N. Y., Saratoga & Whitehall
Concord, Mass., Fitchburg
Concord, N. C., North Carolina
Concord, N. H., Boston, Conc. & Montreal
Concord, O., Central Ohio
Concord, Tenn., Chat. & Knoxv.
Concord, Va., Petersb. & Lynch.
Conemaugh, Pa., Penn. Central
Conesus, N. Y., Buff. Div. of Erie
Conneaut, Pa., Clev. & Erie
Conneautville, Pa., Erie & Pittsb.
Connellsville, Pa., Pitts. & Con.
Conover, O., Col. & Indianap.
Conshohocken, Pa., Phil. & Rea.
Conesville, O., Pitts., Col. & Cin.
Conewago, Pa., North. Central
Constantine, Mich., Three Rivers Br. of Mich South.
Contocook, N. H., Conc. & Clar.
Conyers, Ga., Georgia Central
Cook's Station, C. W., Buff. & Lake Huron
Coonowah, Miss., Mobile & Ohio
Coopers, N. Y., Buff. Div. of Erie
Coopersburg, Pa., North Penn.
Coosa, Ala., Ala. & Penn. River
Coosawatchie, S.C., Charl. & Sav.
Copake, N. Y., New York & Har.
Copetown, C. W., Gt. Western
Cordaville, Mass., Bost. & Wor.
Core Creek, N. C., Atl. & N. Car.
Corfu, N. Y., New York Central
Corinth, Miss., Mem. & Charl.
Corinth, Miss., Mobile & Ohio
Corning, N. Y., Buff. Div. of Erie
Corning, N. Y., Erie
Cornwall Bridge, Conn., Housat.
Cornwallis, Va., N. West. Vir.
Cornwell's, Pa., Cam. & Amboy
Cornwell's T. O., S. C., Charlotte & South Car.
Corry, Pa., Atl. & Gt. Western; Oil Creek, and Phil. & Erie
Cortland, Ill., Chic., Ia. & Neb.
Cortland, N. Y., Syr. & Bing.
Corunna, Ind., Mich. Southern
Corunna, Mich., Detroit & Milw.
Corwin, Ind., Louisv., N. Alb. & Chic.
Corwin, O., Little Miami
Cos Cob, Conn., N. Y. & N. Hav.
Coshocton, O., Pitts., Col. & Cin.
Coteau Landing, C. E., Grand T.
Cottage Hill, Ill., Galena Div. of C. & N. W.
Council Hill, Ill., Illinois Cent.
County Line, Wis., Chic. & Mil.
Court House, N. J., West. J. Line
Courtland, Ala., Mem. & Charl.
Courtney, Pa., Pitts., Ft. W. & Chic.
Cove, Pa., Hunt. & Broad Top
Coventry, N. H., Conn. & Pass. River
Covesville, Va., Orange & Alex.
Covington, Ga., Georgia
Covington, Ky., Kentucky Cent.
Covington, O., Col. & Indianap.
Covington, Va., Virginia Central
Cowan, Tenn., Nashv. & Chat.
Cowards, S. C., North Eastern
Cowles', Ala., Montg. & West P.

Coxsackie, N. Y., Hudson River Railway
Craig's Road, C. E., Grand Trunk
Craigsville, Va., Virginia Cent.
Craigville, C. W., Nor. of Can.
Cranberry, N. J., Cam. & Amb.
Cranberry Summit, Va., Bal. & O.
Craneville, N. J., Central of N.J.
Cranston, R. I., Hart., Prov. & F.
Crawford, Miss., Mobile & Ohio
Crawford, N. J., Central of N. J.
Crawford, Ga., Macon & Western
Crawfordsville, Ind., Louisv., N. Albany & Chic.
Crawfordville, Ga., Georgia
Crescent, Pa., Northern Central
Cresson, Pa., Penn. Central
Crestline, O., Bellefontaine Line, and Clev., Col. & Cin.
Crestline, O., Pitts., Ft. Wayne & Chic.
Criderville, O., Dayton & Mich.
Croaton, N. C., Atl. & N. Car.
Crocket, Tenn., Miss. Central
Cromwell, Tenn., Mem. & Charl.
Cropper's, Ky., Louisv. & Frank.
Cross Plains, Wis., Mil. & P. du Chien
Cross Roads, O., Portsm. Br. of Marrietta & Cin.
Crothersville, Ind., Jeffersonville
Croton, Ia., Des Moines Valley
Croton, N. Y., Hudson River
Croton Falls, N. Y., N. Y. & Har.
Crow's Nest, Tenn., Nash. & Cha.
Cruger, Ill., Tol., Peoria & War.
Crugers, N. Y., Hudson River
Crystal Lake, Ill., Chic. & N. W.
Crystal Springs, Miss., Miss. Cen.
Cuba, Mo., So. West. Br. of Pac.
Cuba, N. Y., Erie
Culbertson, Ind., Chic. & Gt. E.
Culbertson, Ky., Ken. Central
Culloms, O., Ohio & Mississippi
Culpeper, Va., Orange & Alex.
Culvers, Ind., Laf. & Indianap.
Cumberland, Ind., Col. & Indian.
Cumberland, Ky., Lou. & Nash.
Cumberland, Md., Balt. & Ohio
Cumberland, Me., Port. & Kenn.
Cumming, Ga., Georgia
Currysville, Ind., Evansville & Crawfordsville
Curtis, Ind., Chic. & Gt. East.
Curtis, N. Y., Buff. Div. of Erie
Curveton, Ind., Tol., Logansp. & Bur.
Cushingville, Ga., Central Ga.
Cusseto, Ala., Montg. & West P.
Cutchogue, L. I., Long Island
Cutter, O., Marietta & Cin.
Cuttinsville, Vt., Rutland & Bur.
Cuyahoga Falls, O., Clev., Zanes. & Cin.
Cynthiana, Ky., Ken. Central
Da Costa, N. J., Cam. & Atlantic
Dakotah, Ill., Racine & Miss.
Dale, N. Y., Nor. W. Div. of Erie
Dallas, Mich., Det. & Milw.
Dallas, O., Bellefontaine Line
Dalton, Ga., Chat. & Atlantic
Dalton, Mass., Western Mass.
Damascus, O., Pitts., Ft. Wayne & Chic.
Danbury, Conn., Dan. & Norw.
Danbury, N. H., Northern N. H.
Danby, Ill., Galena Div. of Chic. & North West.
Danby, Vt., Troy & Boston
Danforth's, N. H., Bost. & Low.
Danielsonville, Conn., Norw. & Wor.
Danvers Port, Mass., Essex
Danville, C. E., Grand Trunk
Danville, Ill., Great Western
Danville, Ia., Bur. & Mo. River
Danville, Ky., Kentucky Central
Danville, Pa., Catawissa
Danville, Va., Richmond & Dan.
Danville Junc., Me., Maine Cent. and Grand Trunk
Dardenne, Mo., North Missouri
Daretown, N. J., West Jer. Line
Darien, Conn., N. Y. & N. Hav.
Darien, N. Y., Buff. Div. of Erie
Darien, Wis., Racine & Miss.
Darlington, S. C., Cheraw & Dar.
Darlington, Wis., Mineral Point
Dauphin, Pa., Northern Central
Davenport, Ia., Chic. & Rock I.
Davenport Road, C. W., North. of Can.
Davis, Ill., Racine & Miss.
Davis, N. H., Dover & Winnip.
Davisboro, Ga., Central Georgia
Davisburg, Mich., Det. & Milw.
Dawson, Ill., Great Western
Dawson's, Ga., So. West. Ga.
Dawson's, Pa., Pitts. & Connels.
Dayton, Mich., Michigan Cent.
Dayton, N. Y., Erie
Dayton, O., Atl. & Gt. Western; Day. & Union, Cin., Ham. & Day.; San., Day. & Cin.; Xenia & Dayton
Daysville, Conn., Norw. & Wor.
Dearborn, Mich., Michigan Cent.
Dearing, Ga., Georgia
Decatur, Ala., Mem. & Charl.
Decatur, Ga., Georgia
Decatur, Ill., Gt. West. and Ill. Cent.
Decatur, Mich., Michigan Cent.
Decca, Wis., Sheboygan & Fond du Lac
Decherd, Tenn., Nashv. & Chat.
Decker's, Ind., Evansv. & Crawf.
DeCoursey, Ky., Kentucky Cent.
Dedham, Mass., Norfolk County
Deerfield, Mass., Conn. River
Deerfield, Mich., Monroe Br. of Mich. Southern
Deer Park, Ala., Mobile & Ohio
Deer Park, L. I., Long Island
Defiance, O., Toledo & Wabash
De Graff, O., Bellefontaine Line
De Kalb, Ill., Chic., Iowa, & Neb.
De Kalb Junc., N. Y., Rome, Watertown & Ogdensb.
Delanco, N. J., Cam. & Amboy
Delavan, Wis., Racine & Miss.
Delaware, Ia., Dubuque & Sioux City
Delaware, Ind., Ohio & Miss.
Delaware, N. J., Del., Lac. & W.
Delaware, O., Clev., Col. & Cin.
Delaware, Pa., Del., Lac. & West.
Delhi, O., Ohio & Miss., and Ind. & Cin.
Delisle, O., Dayton & Union
Delmar, Del., Peninsular Line
Delphi, Ind., Toledo & Wabash
Delphos, O., Pitts., Ft. W. & Chic.
Delta, O., Mich. Southern
Demarests, N. J., North. of N. J.
Dement, Ill., Chic., Iowa & Neb.
Demossville, Ky., Kentucky Cen.
Denver, Ill., Illinois & So. Iowa.
Denville, N. J., Morris & Essex
De Pere, Wis., Chic. & N. West.
Deposit, N. Y., Erie
Derby, Conn., Naugatuck
Derby, N. H., Concord, Man. & Lawrence
Derby, Pa., Penn. Central
Des Plaines, Ill., Chic. & N. W.
De Soto, Ill., Illinois Central
De Soto, Miss., Mobile & Ohio
De Soto, Mo., St. Lo. & Iron M.
Detroit, Mich., Day. & Mich.; Det., Mon. & Toledo; Grand Trunk; Detroit & Milw.; and Mich. Central
Dewast, Pa., Phil. & Erie
Deweys, Mass., Housatonic
Dewitt, Ia., Chic., Iowa & Neb.
Dexter, Mich., Michigan Cent.
Diamond's Corner, N. H., Concord & Claremont
Dickson, Ala., Mem. & Charl.
Dillerville, Pa., Penn. Central
Dillon, Mo., So. West. Br. of Pac.
Dillon's Falls, O., Central Ohio
Dillsborough, O., Ohio & Miss.
Dispatch, Va., Rich. & York Riv.
Dixon, Ill., Chic., Iowa & Neb.
Dixon, Ill., Illinois Central
Dixon, Ind., Pitts., Ft. W. & Ch.
Dobb's Ferry, N. Y., Hud. Riv.
Docks, Mo., St. Lo. & Iron Moun.
Doctortown, Ga., Sav., Albany & Gulf
Dodson, O., Dayton & Union, and Xenia & Dayton
Don, C. W., Grand Trunk
Donald's, S. C., Greenv. & Col.
Dorchester, C. W., Great West.
Dornock Point, Pa., Penn. Cent.
Douglassville, Pa., Phil. & Read.
Dover, Del., Peninsular Line
Dover, N. C., Atl. & Nor. Car.
Dover, N. H., Bost. & Maine, and Dover & Winnipiseogee
Dover, N. J., Morris & Essex
Dover, O., Springfield Branch
Dover, Wis., Racine & Miss.
Dover Plains, N. Y., N. York & Harlem
Dove's, S. C., Cheraw & Darling.
Dowagiac, Mich., Michigan Cen.
Downer's Grove, Ill., Chic., Bur. & Quincy
Downey, Ia., Mississippi & Mo.
Downington, Pa., Penn. Central
Doylestown, Pa., North Penn.
Drake's Branch, Va., Richm. & Danville
Drakesville, N. J., Morris & Ess.
Draw Bridge, O., San. & Day.
Drawdros, Ga., Sav., Alb. & Gulf
Drayton Plains, Mich., Det. & Milw.
Drehersville, Pa., Little Schuyl.
Dresden, Me., Kennebec & Port.
Dresden, Mo., Pacific
Dresden, O., Pitts., Col. & Cin.
Drumbo, C. W., Buff. & L. Huron
Dublin, Ind., Col. & Indianap.
Dublin, Va., Vir. & Tenn.
Dubuque, Ia., Dub. & Sioux City
Ducker Farm, Ky., Lou. & Frank.
Ducker's, Ky., Lou. & Frankf.
Duck River, Tenn., Nash. & Dec.
Dudley, Ill., T. Haute & Rich.
Dudley, N. C., Wilm. & Weldon
Duffield, Va., Baltimore & Ohio
Duffin's Creek, C. W., Grand T.
Dunbar, Pa., Pitts. & Connellsv.
Duncan, Ky., Kentucky Central
Duncannon, Pa., Penn. Central
Dundas, C. W., Gt. Western
Dundee, Wis., Fox Riv. Val. Line
Dunham's Basin, N. Y., Sarat. & Whitehall
Dunkirk, N. Y., Erie
Dunkirk, O., Pitts., Ft. W. & Ch.
Dunlap's, Ind., Michigan South.
Dunleith, Ill., Galena Div. of Chic. & N. West., and Ill. Cen.
Dunning, Pa., Del., Lack. & Wes.
Dunnville, C. W., Buff. & L. Hu.
Dunton, Ill., Chic. & N. West.
Dupont, Ind., Indianap. & Mad.
Du Quoin, Ill., Illinois Central
Durand, Ill., Racine & Miss.
Durant, Ia., Chic. & R. I. Line
Durham, C. E., Grand Trunk
Durham, N. H., Boston & Maine
Durham's, N. C., North Car.
Dwight, Ill., Chic., Alt. & St. L.
Dyer, Ind., Joliet Div. of Mich. Central
Dyer, Tenn., Mobile & Ohio
Dyersville, Ia., Dub. & Sioux C'y
Dykeman's, N. Y., N. Y. & Har.
Eagle, Pa., Penn. Central.
Eagle, Wis., Mil. & P. Du Chien.
Eagle Bridge, N. Y., Troy & Bost.
Eagle Creek, Ind., T. H. & Rich.
Eagle Hill, Pa., Schuylkill Val.
Eagles, Ind., T. Haute & Richm.
Earl, Ill., Chic., Bur. & Quincy
Earlville, Ia., Dub. & Sioux City
Earlville, O., Cleveland & Pitts.
East Albany, N. Y., N. Y. & Harlem, and Hudson Riv.
East Andover, N. H., Nor. N. H.
East Bloomfield, N. Y., Canand. & Batavia
East Bridgewater, Mass., Old Col.
East Brookfield, Mass., Western
East Burlington, Ill., Chic., Bur. & Quincy
East Chatham, N. Y., Western Mass., and Hudson & Boston
East Chester, N. Y., Buff. Div. of Erie
East Concord, N. H., Bost., Con. & Montreal
East Dorset, Vt., Troy & Boston
East Hampton, Mass., N. H. & Northampton
East Hartford, Conn., Hartford, Prov. & Fish., and N. Haven, Hartf. & Springfield
East Haven, Conn., N. Hav., N. London & Stonington
East Haverhill, N. H., Boston, Concord & Montreal
East Haverstraw, N. Y., Hud. R.
East Hebron, Me., Portland & Oxford Central
East Holliston, Mass., Boston & Worcester
East Kingston, N. H., Boston & Maine
East Lebanon, N. H., Nor. N. H.
East Liberty, Pa., Penn. Central
East Lyme, Conn., N. Hav., N. London & Stonington
East Malden, Mass., Saugus Br. of Eastern
East Medway, Mass., N. York & Boston Air Line
East Newport, Me., Maine Cent.
East New York, L. I., Long Isl.
Easton, Mass., Stoughton & Easton Branch
Easton, Mo., Hannibal & St. Jos.
Easton, Pa., Lehigh Valley, and Central of N. J.
East Pembroke, N. Y., Canand. & Batavia Div. of N. Y. Cent.
East Point, Ga., Atl. & West P.
East Putney, Vt., Vermont Val.
East River, Conn., N. Hav., N. London & Stonington
East Rochester, O., Clev. & Pitts.
East Salisbury, N. H., Eastern
East Saugus, Mass., Saugus Br. of Eastern
East St. Louis, Ill., Chic., Alton & St. Louis, Ohio & Miss., and St. Lou., Alton & T. Haute
East Stoughton, Mass., Old Col.
East Wallingford, Vt., Rut. & B.

East Weare, N. H., Manchester & N. Weare
East Westmoreland, N. H., Ches
East Weymouth, Mass., South Shore
East Wilton, Me., Androscoggin
East Woburn, Mass., Bost.&Low.
Eastwood, C. W., Gt. Western
Eaton, O., Cin., Eaton & Richm.
Eatonton, Ga., Milledgev. & Eat.
Eatontown, N. J., Rar. & Del. Bay
Ebenezer, S. C., Charlotte & S.C.
Echeconnee, Ga., So. West. Ga.
Economy, Pa., Pitts., Ft. Wayne & Chic.
Eddyville, Ia., Des Moines Val.
Eden, Ga., Central Georgia
Eden, O., Clev., Col. & Cin.
Edgeville, Tenn., Nashv. & Ken.
Edgefield Junc., Tenn., Louisv. & Nashv.
Edgerton, O., Mich. Southern
Edgerton, Wis., Milw. & P. Du Chien
Edgewood, Ill., Illinois Central
Edgewood, Md., Phil., Wilm. & Baltimore
Edinburg, Ind., Jeffersonville and Indianapolis & Madison
Edinburg, Va., Manassas Gap
Edisto, S. C., South Carolina
Edward's, Miss., Southern Miss.
Edwardsburg, C. W., Grand T.
Effingham, Ill., Illinois Central
Effingham, S. C., North Eastern
Egg Harbor, N. J., Cam. & Atl.
Egypt, Ga., Central Georgia
Egypt, Miss., Mobile & Ohio
El Dorado, O., Day. & Western
Eleroy, Ill., Illinois Central
Elgin, Ill., Galena Div. of Chic. & North West.
Elizabeth, N. J., Cent. of N. J.
Elizabethtown, Ind., Ind. & Cin.
Elizabethtown, Ind., Ind. & Mad.
Elizabethtown, Ky., Lou. & Nas.
Elizabethtown, Pa., Penn. Cent.
Elkhart, Ill., Chic., Alt. & St. L.
Elkhart, Ind., Mich. Southern
Elkhorn, Wis., Racine & Miss.
Elkmont, Ala., Nashv. & Dec.
Elkton, Md., Phil., Wil. & Bal.
Ellenboro', Va., North West.Vir.
Ellenburg, N. Y., Nor. Ogdensb.
Elletsville, Ind., Lou. & N. Alb.
Ellicott's Mills, Md., Bal. & O.
Elliott, Me., Portl., Saco & Ports.
Elliston, O., Cin., Ham. & Day.
Ellrod's, Pa., Pitts. & Connellsv.
Elm Grove, Wis., Mil. & P. Du Chien
Elmira, N. Y., Erie
Elmore, O., Cleveland & Toledo
El Paso, Ill., Illinois Central
Eltingville, N. Y., Staten Island
Elwood, Ill., Chic., Alt. & St. L.
Elwood, N. J., Cam. & Atlantic
Elyria, O., Cleveland & Toledo
Elysville, Md., Baltimore & Ohio
Emaus, Pa., East Pennsylvania
Emerald, O., Toledo & Wabash
Eminence, Ky., Louisv., Frankf. & Lexington
Emisons, Ind., Evansv. & Crawf.
Enfield, N. H., North. N. H.
Enfield, N. C., Wilm. & Weld.
Englewood, N. J., North. N. J.
English Lake, Ind., Chic. & Gt. Eastern
English Neighborhood, N. J., Northern of N. J.
Englishtown, N. J., Jamesb. & Freehold
Enon, O., Sand., Day. & Cin.
Enon, Pa., Pittsb., Ft. Wayne & Chicago
Enterprise, Miss., Mobile & Ohio
Ephrata, Pa., Read. & Columbia
Epping, N. H., Conc. & Portsm.
Epworth, Ia., Dub. & Sioux City
Erie, Pa., Buffalo & Erie
Erin, Tenn., Chat. & Knoxville
Erving, Mass., Verm. & Mass.
Esperance, N. Y., Alb. & Susq.
Espyville, Pa., Erie & Pittsburg
Essex, N. Y., Lake Champl. Line
Essex Junc., Vt., Vermont & Can.
Estel Spring, Ky., Kentucky Cen.
Estell Springs, Tenn., Nashville & Chattanooga
Etna, Me., Maine Central
Etna Green, Ind., Pittsburg, Ft. Wayne & Chicago
Etowah, Ga., Western & Atlanta
Euclid, O., Cleveland & Erie
Eureka, Mo., Pacific
Evan's, Pa., Pittsb. & Connellsv.
Evansburg, Pa., Atl. & Gt. West.
Evan's Mills, N. Y., Rome, Watertown & Ogdensburg
Evanston, Ill., Chic. & Milw.
Evansville, Ind., Ev. & Crawf.
Evansville, Wis., Beloit & Mad.
Everetts, Ga., South West. Ga.
Everettsville, N. C., Wil. & Wel.
Ewing, N. J., Belvidere Del.
Exeter, N. H., Boston & Maine
Exton, Pa., Chester Valley
Factoryville, Pa., Del., Lackawanna & Western
Fairburg, Ill., Tol., Peor. & War.
Fairburn, Ga., Atl. & W. Point
Fairfax, Va., Orange and Alex.
Fairfield, Conn., N. Y. & N. H.
Fairfield, Ind., Indianapolis, Peru & Chicago
Fairfield, Iowa, Burl. & Mo. Riv.
Fair Grounds, Ky., Louisv. & Fr.
Fair Haven, Conn., N. Haven, N. London & Ston.
Fair Haven, Mass., Fair Hav. Br.
Fairhaven, Vt., Sar. & Whiteh.
Fairland, Ind., Indianap. & Cin.
Fairlee, Vt., Conn. & Pass. Rivers
Fairmount, Va., Baltim. & Ohio
Fairmount, Ill., Great Western
Fairport, N. Y., New York Cent.
Fairview, O., Pittsb., Col. & Cin.
Fairview, Pa., Northern Central
Faison, N. C., Wilm. & Weldon
Falmouth, Ky., Kentucky Cent.
Falmouth, Me., Grand Trunk
Falling Creek, N. C., Atlantic & North Carolina
Fall River, Mass., Old Colony
Falls, Pa., Philadelphia & Read.
Falls Church, Va., Alex., Loudon & Hampshire
Falls Village, Conn., Housatonic
Farina, Ill., Illinois Central
Farley, Iowa, Dub. & Sioux City
Farmersburg, Ind., Evansville & Crawfordsville
Farmingdale, L. I., Long Island
Farmingdale, N. J., Raritan & Delaware Bay
Farmington, Conn., Canal
Farmington, Del., Peninsular L.
Farmington, Ill., Galesb., Peoria & Lewiston
Farmington, Ind., Jeffersonville
Farmington, Ia., Des Moines Val.
Farmington, Me., Androscoggin
Farmington, N. H., Dover & Winnipiseogee
Farmington, Va., Baltim. & Ohio
Farmland, Ind., Bellefontaine L.
Farmville, Va., Petersb. & Lyn.
Farmwell, Va., Alexandria, Loudon & Hampshire
Farnum's, Mass., Prov. & Worc.
Fayette, Ga., Macon & West.
Fayville, Mass., Boston & Worc.
Fearns, Ala., Nashville & Decat.
Feeder, C. W., Buffalo & L. Hur.
Felton, Del., Peninsular Line
Fentonville, Mich., Det. & Milw.
Ferguson, Mo., North Missouri
Ferrisburg, Vt., Rutland & Burl.
Fetterman, Md. Baltim. & Ohio
Fillmore, Ind., Terre H. & Rich.
Finlay, O., Frem., Lima & Union
Finley, N. J., West Jersey Line
Fish Dam, S. C., Spar. & Union
Fisher's, N. Y., N. Y. Central
Fisher's Lane, Pa., North Penn.
Fisher's Summit, Pa., Huntingd. & Broad Top
Fishersville, Mass., Nor. & Wor.
Fishersville, Va., Virg. Central
Fisherville, N. H., North. N. H.
Fisherville, N. J., West Jers. L.
Fish House, N. J., Camd. & Am.
Fish Lake, Mo., Cairo & Fulton
Fishkill, N. Y., Hudson River
Fitchburg, Mass., Chesh.; Fitchb. & Wor.; and Verm. & Mass.
Fitzwilliam, N. H., Cheshire
Flagtown, N. J., South Branch
Flamboro', C. W., Great Western
Fleetwood, Pa., East Pennsyl.
Flemings, Ga., Sav., Alb. & Gulf
Flemington, N. J., Belv. Del.
Flemington, N. J., South Branch
Flemington, Va., N. West. Va.
Fletcher, Ohio, Col. & Indianap.
Flint, Mich., Flint & Pere Mar.
Flora, Ill., Ohio & Mississippi
Florence, Ala., Mem. & Charleat.
Florence, Ill., Racine & Miss.
Florence, Ky., New Orl. & Ohio
Florence, Mo., North Missouri
Florence, N. J., Camd. & Amboy
Florence, Ohio, Cin., Eaton & Richmond
Florence, O., Little Miami
Florence, S. C., North Eastern
Florence, Tenn., Nashv. & Chatt.
Floyd Road, N. Y., Utica & Black River
Flushing, L. I., Flushing
Foggs', N. H., Boston, Concord & Montreal
Fonda, N. Y., New York Central
Fond du Lac., Wis., Chicago & North Western
Footville, Ill., Chicago & N. W.
Fordham, N. Y., N. Y. & Harlem
Ford's, Va., Petersb. & Lynchb.
Forest, Miss., South. Mississippi
Forest, Ohio, Pittsb., Ft. Wayne & Chicago
Forest, Va., N. Western Virginia
Forest City, Ill., Illinois River
Forest Grove, N. J., West Jersey
Forest House, Wis., Milwaukee & Prairie du Chien
Foreston, Ill., Illinois Central
Forestville, Conn., Hartf., Prov. & Fishkill
Forestville, N. C., Ral. & Gaston
Forestville, N. Y., Erie
Forge Village, Mass., Stony Br.
Forked River, N. J., Jamesburg & Freehold
Forks, Penn., Del., Lack. & West.
Forsyth, Ga., Macon & Western
Fort Ancient, O., Little Miami
Fort Ann, N. Y., Sar. & Whiteh.
Fort Atkinson, Wis., Chicago & North Western
Fort Branch, Ind., Evansville & Crawfordsville
Fort Dodge, Iowa, Dubuque & Sioux City
Fort Edward, N. Y., Saratoga & Whitehall
Fort Erie, C. W., Buffalo & Lake Huron
Fort Howard, Wis., Chicago & North Western
Fort Lee, N. J., North'n of N. J.
Fort Madison, Iowa, Keokuk, Mt. Pleasant & Muscatine
Fort Mills, S. C., Charl. & S. C.
Fort Mitchell, Ala., Mob. & Gir
Fort Montgomery, N. Y., Huds. River
Fort Motte, S. C., South Carolina
Fort Plain, N. Y., N. Y. Central
Fort Ritner, Ind., Ohio & Miss.
Fort Valley, Ga., S. W. Georgia
Fortville, Ind., Bellefontaine L.
Ft. Washington, N. Y., Huds. R.
Fort Washington, Pa., N. Penn.
Fort Wayne, Ind., Pittsburg, Ft. Wayne & C., and Tol. & Wab
Fort Wayne Junc., Ill., Chicago, Alton & St. Louis
Fort's, Tenn., Nashv. & Kentucky
Foster's, O., Little Miami
Fosterville, Tenn., Nashville & Chattanooga
Fostoria, O., Fremont, Lima & Union
Fostoria, Pa., Penn. Central
Fountain Head, Tenn., Louisville & Nashville
Fowler, Ill., Chicago, Burlington & Quincy
Foxboro', Mass., Boston & Prov.
Fox Lake, Wis., Milw. & St. Paul
Fox River, Wis., Kenosha & Rockford Div.
Framingham, Mass., Boston & Worcester
Francisville, Ind., Louisville, N. Albany & Chicago
Frankfort, Ill., Joliet Div. of Michigan Central
Frankfort, Ky., Louisv. & Frankf.
Frankfort, N. Y., New York Cen.
Frankfort, O., Marietta & Cin.
Franklin, Ala., Montg. & W. P.
Franklin, Ill., Chic. & N. West'n
Franklin, Ind., Jeffersonville, and Indianapolis & Madison
Franklin, Ky., Louisv. & Nashv
Franklin, Mass., Norfolk County
Franklin, Mo., Pacific
Franklin, N. H., Northern N. H.
Franklin, O., Franklin Br. of Atl. & Great Western
Franklin, Tenn., Nashv. & Dec.
Franklin, Va., Seab. & Roanoke
Franklinton, N. C., Ral. & Gast.
Franklinville, N. J., W. Jersey Line
Frankton, Ind., Chic. & Gt. East.
Frankville, Md., Baltim. & Ohio
Frazeesburg, Ohio, Pittsb., Col. & Cincinnati
Frederick, Md., Baltimore & Ohio
Frederick, O., San., Man. & New
Fredericksburg, O., Cleveland, Zanesville & Cincinnati
Fredericksburg, Va., Richmond, Fredericksburg & Potomac
Frederick's Hall, Va., Vir. Cent.
Freedom, O., Atl. & Gt. Western
Freedom, Pa., Pittsb., Ft. Wayne & Chicago
Freehold, N. J., Jamesb. & Free.
Freelands, Pa., Northern Central
Freemansburg, Pa., Lehigh Val.

Freeport, Ill., Illinois Cent., and Racine & Mississippi
Freeport, Me., Portl. & Kennebec
Freeport, O., Little Miami, Col. & Xenia
Freeport, Pa., Alleghany Valley
Fremont, O., Clevel. & Toledo
Frenchman's Bay, Can. W., Gd. Trunk
Frenchtown, N. J., Belv. Del.
Frenier, La., N. O., Jackson & Gt. Northern
Friendship, N. Y., Erie
Fritztown, Pa., Reading & Col.
Front Royal, Va., Manassas Gap
Frost's, O., Xenia & Dayton
Frost's Mill, S. C., Greenv. & Col.
Fullen's, Tenn., E. Tenn. & Va.
Fulton, Ill., Chic. & North West.
Fulton, Iowa, Chic. & Rock Isl.
Fulton, Ky., New Orl. & Ohio
Fulton, N. Y., Osw. & Syracuse
Gadsden, S. C., South Carolina
Gadsden, Tenn., Louisv., Nashv. & Clarksville Line
Gaines, Mich., Detroit & Milw.
Gainesville, N. Y., Erie
Gainesville, Va., Manassas Gap
Gainesville Junc., Miss., Mobile & Ohio
Galena, Ill., Illinois Central
Galesburg, Ill., Chic., Burl. & Q.
Galesburg, Mich., Michigan Cen.
Galion, O., Bellef. L., and Clevel., Columbus & Cincinnati
Gallagherville, Pa., Penn. Cen.
Gallatin, Tenn., Louisv. & Nash.
Gallaudet, Ind., Indianap. & Cin.
Gallitzin, Pa , Penn. Central
Galloway, Tenn., Louisville & Memphis Line
Galt, C. W., Guelph Br. Gt. West.
Galva, Ill., Chic., Burl. & Quincy
Galveston, Ind., Chic. & Gt. East.
Gananoque, C. W., Grand Trunk
Gansevoort, N. Y., Sar. & Whiteh.
Gap, Pa., Pennsylvania Central
Garden Prairie, Ill., Galena Div. of Chicago & N. W.
Gardiner, Me., Portl. & Kennebec
Gardner, Ill., Chicago, Alton & St. Louis
Gardner, Mass., Verm. & Mass.
Garnett, Ky., Kentucky Central
Garrettson's, N. Y., Staten Island
Garretsville, O., Atl. & Gt. West.
Garrison's, N. Y., Hudson River
Gasconade, Mo., Pacific
Gasport, Ind., Louisv., N. Alb. & Chicago
Gasport, N. Y., New York Cen.
Gaston, N. C., Raleigh & Gaston
Gates, N. Y., New York Central
Gates Crossing, Mass., Fitchburg & Worcester
Gebhard, Ind., Chic. & Gt. East.
Genesee, N. Y., Erie
Genesee, Wis., Milw. & Prairie du Chien
Geneseo, Ill., Chic. & Rock Isl.
Geneseo, N. Y., Avon, Geneseo & Mt. Morris
Geneva, Ga., South Western Ga.
Geneva, Ill., Gal. Div. of Chic. & N. Western
Geneva, N. Y., New York Cent.
Geneva, Ohio, Cleveland & Erie
Geneva Lake, Ill., Fox R. Val. L.
Genoa, Ill., Fox Riv. Val. Line
Genoa, Wis., Ken. & Rockf. Div.
George's, Pa., Pennsylvania Cen.
George's, S. C., South Carolina
Georgetown, C. W., Grand Trunk
Georgetown, Conn., Dan. & Nor.
Georgetown, Mass., Newburyp.
Georgetown, Pa., Northern Cen.
Georgia, Ind., Ohio & Miss.
Georgia, Vt., Vermont & Canada
Gepharts, O., Portsmouth Br. of Marietta & Cincinnati
Germantown, Ind., Col. & Ind.
Germantown, N. Y., Hudson Riv.
Germantown, Tenn., Memphis & Charleston
Germantown, Wis., Milw. & St. Paul
Gethsemane, Ky., Louis. & Nash.
Gettysburg, O., Col. & Indianap.
Ghent, N. Y., Hudson & Boston
Gibson's, Ind., Michigan Central
Gibson's, O., Central Ohio
Gibsonville, N. C., N. Carolina
Gifford's, N. Y., Staten Island
Gilberton, Pa., Mah. & Br. Mts.
Gilbert's, Ill., Galena Div. of Chicago & North Western
Gilead, Me., Grand Trunk
Gilead, O., Clevel., Col. & Cin.
Gillem's, Tenn., Nashv. & N. W.
Gillespie, Ill., St. L., Alt. & T. H.
Gillett's, Pa., Elm. & Williamsp.
Gilman, Ill., Illinois Central
Gilman's, Ky., Louisv. & Frankf.
Gilson, Ill., Galesb., P. & Lewist.
Girard, Ala., Mobile & Girard
Girard, Ill., Chic., Al. & St. Louis
Girard, Pa., Erie & Pittsb., and Lake Shore Line
Girardville, Pa., Mah. & Br. Mts.
Gish's Mill, Virginia & Tenn.
Glade Run, O., Little Miami
Glade Spring, Va., Virg. & Tenn.
Glasgow Junc., Ky., Louisville & Nashville
Glassboro', N. J., West Jersey L.
Glatfelters, Pa., Northern Cent.
Glenbeulah, Wis., She. & F. du L.
Glencoe, C. W., Great Western
Glencoe, Ill., Chic., Mil. & St. P.
Glencoe, Mo., Pacific
Glencoe, O., Central Ohio
Glendale, Conn., Housatonic
Glendale, Ky., Louisv. & Nashv.
Glendale, O., Cin., Ham. & Day.
Glenmore, Ga., Sav., Alb. & Gulf
Glen Riddle, Pa., Westc. & Phil.
Glenrock, Md., Northern Central
Glenwood, N. Y., Hudson River
Gloucester, C. W., Otta. & Presc.
Gloucester, Mass., Gloucester Br. of Eastern
Goderich, C. W., Buff. & L. Huron
Godwinville, N. Y., Erie
Goff's Falls, N. H., Conc., Manch. & Lawrence
Goffstown, N. H., Manchester & North Weare
Goffstown Centre, N. H., Manch. & North Weare
Goggin's, Ga., Macon & Western
Golden Grove, S. C., Greenville & Columbia
Golden's Bridge, N. Y., New York & Harlem
Gold Mine, Pa., Schuyl. & Susq.
Goldsboro', N. C., North Carolina
Goldsborough, Pa., North. Cent.
Gonic, N. H., Dover & Winnip.
Goode's, Va., Virg. & Tennessee
Good Hope, Penn., Cumb. Valley
Goodland, Ind., Tol., Log. & Bur.
Goodlettsville, Ky., Nash. & Ken.
Goodman, Miss., Mississippi Cen.
Gordon, Ga., Central Georgia
Gordonsville, Va., Virginia Cen.
Gordonville, Pa., Pennsylv. Cen.
Gorham, N. H., Grand Trunk
Gorham, N. Y., Erie
Goshen, Ind., Michigan Southern
Goshen, N. Y., Erie
Goshen, Va., Virginia Central
Gosport, Ind., Louisv., N. Albany & Chicago
Gould's, Pa., Pittsb., Col. & Cin.
Gouldsboro, Pa., Del. & Lackaw.
Gourdin's, S. C., North Eastern
Gouverneur, N. Y., Rome, Watertown & Ogdensburg
Grafton, C. W., Grand Trunk
Grafton, Mass., Boston & Worc.
Grafton, N. H., North. N. Hamp.
Grafton, O., Clevel., Col. & Cin., and Lake Shore Line
Grafton, Va., Baltimore & Ohio
Graham, N. C., North Carolina
Graham's, Mo., North Missouri
Graham's, S. C., South Carolina
Grahamsville, S. C., Charl. & Sav.
Granby, C. E., Stan., Sheff. & Ch.
Granby, Conn., Canal
Grand Haven, Mich., Det. & Mil.
Grand Junc., Mass., Prov. & Wor.
Grand Junc., Tenn., Mem. & Ch.
Grand Ligne, C. E., Montreal & Champlain
Grand Mound, Iowa, Chicago, Iowa, & Nebraska
Grand Rapids, Mich., Det. & Mil.
Graniteville, S. C., S. Carolina
Grant, Ky., Kentucky Central
Grantville, Ga., Atl. & W. Point
Grantville, Mass., Bost. & Worc.
Granville, Vt., Rutland & Wash.
Granville, Wis., Milw. & St. P.
Gravel Pit, Ohio, Ohio & Miss.
Gray's Ferry, Pa., Phil., Wilm. & Baltimore
Gray's Summit, Ill., Pacific
Graysville, Ga., Chat. & Atlanta
Great Bend, Pa., Erie, and Del. & Lackawanna
Great Falls, N. H., Bost. & Me.
Great Valley, N. Y., Erie
Greenbush, N. Y., West. Mass.
Greencastle, Ind., T. Haute & Richm.; and Louisv., N. Alb. & Chicago
Greencastle, Md., Cumberl. Val.
Greene, Me., Maine Central
Greene, R. I., Hartford, Prov. & Fishkill
Greenfield, Ind., Great Central
Greenfield, Mass., Verm. & Mass., and Connecticut River
Greenfield, Ohio, Mar. & Cin.
Greenfield, Wis., Chicago, Milw. & St. Paul
Green Island, N. Y., Rens. & Sar.
Greenland, N. H., East. Mass.
Greenlane, Pa., North Pennsylv.
Green Pond, S. C., Charl. & Sav.
Greenport, L. I., Long Island
Greensboro', Ga., Georgia
Greensboro', N. C., N. Carolina, and Richmond & Danville
Greensburg, Ind., Indianapolis & Cincinnati
Greensburg, Pa., Pennsylv. Cent.
Green Spring Run, Va., Baltim. & Ohio
Green Springs, O., Sand., Dayton & Cincinnati
Greenville, Ala., Alab. & Fla.
Greenville, N. C., E. Tenn. & Va.
Greenville, Conn., Norw. & Wor.
Greenville, O., Dayton & Union
Greenville, O., Col. & Indiana
Greenville, Pa., Del. & Lackaw.
Greenville, S. C., Greenv. & Col.
Greenwich, Conn., N. Y. & N. H.
Greenwich, N. J., Belvidere Del.
Greenwich, O., Clev., Col. & Cin.
Greenwich, R. I., Ston. & Prov.
Greenwood, Ind., Jeffersonville
Greenwood, N. Y., Erie
Greenwood, S. C., Green. & Col.
Greenwood, Va., Virginia Cent.
Gregory, S. C., Spart. & Union
Grenada, Miss., Mississippi Cent.
Gretna, La., N. O., Op. & Gt. W.
Gridley, Ill., Tol., Peor. & Wars.
Griffin, Ga., Macon & Western
Griffith's, Va., Virginia Central
Grimsby, C. W., Great Western
Grimsley, Mo., St. L. & Iron Mt.
Grinnell, Iowa, Chic. & Rock Isl.
Griswold, Ga., Central Georgia
Groover's, Ga., Sav., Alb. & Gulf
Groton, Conn., Ston. & Prov.
Groton Centre, Mass., Worcester & Nashua
Groton Junc., Mass., Fitchburg
Groton Junc., Mass., Stony Br., and Worcester & Nashua
Grout's Corner, Mass., Vermont & Massachusetts
Grove Town, Ind., Pittsburg, Ft. Wayne & Chicago
Guelph, C. W., Grand Trunk
Guerrytown, Ala., Mobile & Gir.
Guffey's, Pa., Pittsb. & Connellsv.
Guilford, Conn., New Haven, N. London & Stonington
Guilford, Ind., Indianap. & Cin.
Guilford, Va., Alex., Lou. & H.
Guilderland, N. Y., Alb. & Susq.
Guinea's, Va. Rich., Fred. & Pot.
Gunn's Crossing, N. Y., Canandaigua & Bat. Div. of N. Y. C.
Gun Town, Ala., Mobile & Ohio
Guyton, Ga., Central Georgia
Gwynedd, Pa., North Pennsylv.
Hackensack, N. J., Hack. & N. Y.
Hackensack Junc., N. J., North. New Jersey
Hackettstown, N. J., Mor. & Es.
Haddonfield, N. J., Camd. & Atl.
Hadenville, Ky., Louisv. & Nash.
Hadley, Ill., Ohio & Mississippi
Hagerstown, Ind., Chic. & Gt. E.
Hagerstown, Md., Cumb. Valley
Haggett's Pond, Mass., Lowell & Lawrence
Hainsville, Ill., Pe., Pek. & Jack.
Halcyondale, Ga., Cent. Georgia
Haldane, Ill., Illinois Central
Hale's Eddy, N. Y., Erie
Half Way, N. Y., New York C.
Half Way Station, Va., Richm., Fredericksb. & Potomac
Halifax, Mass., Plymouth Br. of Old Colony
Halifax, N. C., Wilm. & Weldon
Halifax, Pa., Northern Central
Hallowell, Me., Portl. & Kenneb.
Hall's Corner, N. Y., Erie
Halls, Mo., Platte County
Halltown, Va., Winch. & Potom.
Hamburg, C. W., Grand Trunk
Hamburg, N. Y., Buffalo & Erie
Hamburg, Pa., Philad. & Read.
Hamden, Ind., Carrollt. & Oneida
Hamden, O., Marietta & Cin.
Hamden Plains, Conn., Canal
Hamilton, C. W., Gt. West. Can.
Hamilton, Ill., Ill. & South. Iowa
Hamilton, Mo., Cairo & Fulton
Hamilton, O., Chic. & Gt. East.; Cin., Eaton & Richm.; Cin., Hamilt. & Dayt., and Cin. & Indianapolis Junc.
Hamilton, Pa., Hunt. & Br. Top
Hamilton's, N. Y., Buff. Div. Erie
Hammell's, N. J., Camd. & Amb.
Hammondsville, O., Cleveland & Pittsburg

Hammonton, N. J., Camden & Atlantic
Hampton, Ill., Chic., Alt. & St. L.
Hampton, N. H., Eastern
Hampton, N. Y., Erie
Hampton Falls, N. H., Eastern
Hampton s, S. C., South Carolina
Hampton s, Tenn., Louis., Nash. & Clarksville Line
Hamrick's, Ind., T. Hau. & Rich.
Hancock, Conn., Hartford, Prov. & Fishkill
Hancock, N. Y., Erie
Hancock, Va., Baltimore & Ohio
Hankins, N. Y., Erie
Hanna, Ind., Pittsb., Ft. Wayne & Chicago
Hannibal, Mo., Han. & St. Jos.
Hanover, O., Cleveland & Pittsb.
Hanover, O., Pittsb., Col. & Cin.
Hanover, Wis., S. Wisc. Div.
Hanover Court H., Va., Virg. C.
Hanover Junc., Pa., North. Cent.
Hanson, Mass., Plymouth Br. of Old Colony
Happy Creek, Va., Manassas Gap
Harbine's, O., Xenia & Dayton
Harbor Bridge, Pa., Erie & Pitts.
Harbor Creek, Pa., Buff. & Erie
Hardeeville, S. C., Charl. & Sav.
Hardenbergh, Ind., Ohio & Miss.
Hardin, O., Bellefontaine
Harding, N. J., West Jersey
Harewood, Md., Philad., Wilm. & Baltimore
Harlem, Ill., Galena Div. of Chic. & North West.; and Kenosha, Rockford & Rock Island
Harlem, N. Y., N. York & Harl.
Harman's, Ind., Indianap. & Chic.
Harmony, Ind., T. Haute & Rich.
Harper, O., Bellefontaine
Harper s Ferry, Va., Balt. & Ohio
Harpurhey, C. W., Buff. & L. H.
Harrington, Del., Peninsular
Harris, N. J., Rarit. & Del. Bay
Harrisburg, C. W., Great West.
Harrisburg, N. C., N. Carolina
Harrisburg, Pa., Cumberl. Val.; Northern Cent.; Penn. Cent.; Phil. & Reading; Schuylk. & Sus.
Harrison, Mo., Cairo & Fulton
Harrison Junc., O., Indianapolis & Cincinnati
Harrison Square, Mass., Old Col.
Harristown, Ind., Louisv., New Albany & Chicago
Harrisville, Ind., Bellefontaine
Harrodsburg, Ind., Louisville, N. Albany & Chicago
Harshman's, O., Sandusky, Dayt. & Cincinnati
Hartford, Conn., N. Hav., Hartf. & Springf., and Hartf., Prov. & Fishkill
Hartford, Ind., Evansv. & Craw.
Hartford, Wis., Milw. & St. Paul
Hartland, Vt., Vermont & Can.
Hartland, Wis., Mil. & St. Paul
Harts, C. W., Lond. & Port Stan.
Hart's Corner, N. Y., New York & Harlem
Hartz s, Pa., Lehigh & Mahanoy
Harvard, Ill., Ken. & Rockf. Div.
Harvard, Mass., Worc. & Nashua
Harvard Junc., Ill., Chicago & North Western
Harwood, C. W., Cob. & Petersb.
Harwood's Road, Me., Portland & Kennebec
Haskell's, Ind., Louisv., N. Alb. & Chicago
Hastings, N. Y., Hudson River
Hatfield, Mass., Conn. River
Hatfield, Pa., North Pennsylv.
Havana, Ill., Illinois River
Havana, N. Y., Erie
Havana, O., Sand., Mans. & New.
Havelock, N. C., Atl. & N. Car.
Haverhill, Mass., Bost. & Maine
Haverhill, N. H., Bost., Concord & Montreal
Havre de Grace, Md., Philad., Wilmington & Baltimore
Hawleyville, Conn., Housatonic
Haw River, N. C., N. Carolina
Hayes' Crossing, Mc., Gt. Falls & Conway
Haysville, Pa., Pitts., Ft. Wayne & Chicago
Hazelrigg, Ind., Laf. & Indianap.
Hazle Creek Bridge, Pa., Hazlet.
Hazlehurst, Miss., New Orleans, Jackson & Great Northern
Hazleton, Ind., Evansv. & Craw.
Hazleton, Pa., Hazleton
Healdville, Vt., Rutl. & Burl.
Hebronville, Mass., Bost. & Prov.
Hechner's, Pa., Schuylkill Val.
Helena, S. C., Greenv. & Colum.
Helena, Wis., Milw. & Prairie du Chien
Hemetite, Mo., St. Louis & I. Mt.
Hempstead, L. I., Long Island
Hempstead Branch, L. I., Long I.
Henderson, Ky., Nashv. & Kent.
Henderson, N. C., Ral. & Gaston
Henderson's, Pa., Chester Valley
Hendersonville, S. C., Spar. & U.
Hendersonville, Tenn., Louisville & Nashville
Henniker, N. H., Contoocook Riv.
Henrietta, N. Y., Buff. Div. Erie
Henry, Ill., Chicago & Rock Isl.
Henry, Tenn., Louisv. & Nashv.
Henryville, Ind., Jeffersonville
Henryville, Pa., Delaware, Lackawanna & Western
Herkimer, N. Y., New York Cen.
Hermann, Mo., Pacific
Hermitage, L. I., Long Island
Hermon Pond, Me., Maine Cen.
Hernando, Miss., Miss. & Tenn.
Herndon, Ga., Central Georgia
Herndon, Va., Alex., Lou. & H.
Herseyville, Wis., Mil. & St. Paul
Hersman, Ill., Great Western
Heuvelton, N. Y., Rome, Watertown & Ogdensburg
Hewlett's, Va., Virginia Central
Heyworth, Ill., Illinois Central
Hickahaly, Miss., Miss. & Tenn.
Hickory, Miss., Southern Miss.
Hickory, Tenn., N. Orl. & Ohio
Hickory Valley, Miss., Miss. Cen.
Hickory Tavern, N. C., Western North Carolina
Hick's Ferry, Pa., Lackawanna & Bloomsburg
Hicksford Junc., Va., Richmond, Fred. & Potomac Line
Hicksville, L. I., Long Island
Higgins, O., Dayton & Western
High Bridge, N. J., Cent. N. Jer.
High Hill, Mo., North Missouri
Highland Park, Ill., Chic. & Mil.
Highlands, N. J., Rar. & Del. B.
Highlandville, Mass., New York & Boston Air Line
High Point, N. C., N. Carolina
High Spire, Pa., Pennsylv. Cent.
Hightstown, N. J., Camd. & Am.
Hill Dale, Ky., Kentucky Cent.
Hilliard's, O., Columb. & Indian.
Hillsboro', Ala., Memp. & Charl.
Hillsboro', Ill., St. Louis, Alton & Terre Haute
Hillsboro', N. C., North Carolina
Hillsboro', O., Hillsboro' Branch
Hillsboro' Bridge, N. H., Contoocook River
Hillsdale, Mich., Mich. Southern
Hillsdale, N. Y., N. Y. & Harlem
Hillside, Pa., Pennsylvania Cent.
Himrod's, N. Y., Erie
Hingham, Mass., South Shore
Hinsdale, Mass., Western
Hinsdale, N. H., Ashuelot
Hinsdale, N. Y., Erie
Hitchcock's, Conn., Canal
Hoadley's, Conn., Hartf., Provid. & Fishkill
Hobart, Ind., Pittsb., Ft. Wayne & Chicago
Hobb's, Ky., Louisv. & Frankf.
Hoboken, N. J., Morris & Essex
Hoffman's, N. Y., New York Cen.
Hogansville, Ga., Atl. & W. Pt.
Hohokus, N. J. Erie
Hokendaugua, Pa., Lehigh Val.
Holderness, N. H., Boston, Concord & Montreal
Holland, N. J., Belvidere Del.
Holland Landing, C. W., N. Can.
Holland Patent, N. Y., Utica & Black River
Holland's, C. E., Stanstead, Shefford & Chambley
Holley, N. Y., N. Y. Central
Hollidaysburg, Pa., Hollidaysb. Branch of Pennsylvania
Hollis, N. H., Worc. & Nashua
Holliston, Mass., Boston & Worc.
Holly, Mich., Detroit & Milw.
Holly Springs, Miss., Miss. Cent.
Holmersville, Ga., Savannah, Albany & Gulf
Holmes, Ind., Laf. & Indianap.
Holmesville, Ind., Mich. South.
Holmesville, O., Clevel., Janesv. & Cincinnati
Holton, Ind., Ohio & Mississippi
Holtsburg, N. C., North Carol.
Holyoke, Mass., Connecticut R.
Homer, Ill., Great Western
Homer, N. Y., Syr., Bing. & N. Y.
Homer, Pa., Pennsylvania Cent.
Homewood, Pa., Pittsburg, Ft. Wayne & Chic., and New Castle & Beaver Val.
Honea Path, S. C., Greenville & Columbia
Honeoye Falls, N. Y., Canandaigua & Batavia
Honey Creek, Ind., Chicago & Gt. Eastern
Hookset, N. H., Concord, Manch. & Lawrence
Hooper, N. Y., Erie
Hoosick Corners, N. Y., Troy & Boston
Hoosick Falls, N. Y., Troy & Boston
Hop Bottom, Pa., Delaw., Lack. & Western
Hope's, S. C., Greenv. & Colum.
Hopewell, Mo., St. Louis & Iron Mountain
Hopewell, N. Y., Erie
Hopewell, Pa., Hunt. & Br. Top
Hopkins, S. C., South Carolina
Hop River, Conn., Hartford, Providence & Fishkill
Horatio, O., Col. & Indianapolis
Horicon, Wis., Chicago & Milw.
Horines, Mo., St. Louis & I. Mt.
Hornellsville, N. Y., Erie
Horn Lake, Miss., Miss. & Tenn.
Horn Pond, Mass., Woburn Br.
Horse Cave, Ky., Louisville & Nashville
Hoskins, Conn., Canal
Housatonic, Conn., Housatonic
Houston, O., Bellefontaine
Houston, Fla., Florida & Gulf C.
Howard's, Ga., Macon & West.
Howell, Miss., South. Mississippi
Howell's, N Y., Erie
Howellville, Pa., Chester Valley
Hoxsie, Tenn., Chatt. & Knoxv.
Hubbellton, Wis., Mil. & St. Paul
Hudson, Ill., Illinois Central
Hudson, Mich., Michigan South.
Hudson, N. Y., Hudson River
Hudson, O., Cleveland & Pittsb.
Hudsonville, Miss., Miss. Central
Hudsonville, O., Sandusky, Cin. & Dayton
Hueston, Ky., Kentucky Central
Hugheys, S. C., Spart. & Union
Huguenot, N. Y., Staten Island
Huling's, N. Y., Camden & Amb.
Hull's Prairie, O., Dayt. & Mich.
Hulton, Pa., Alleghany Valley
Humboldt, Tenn., Louisville & Nashville
Hummelstown, Pa., Philadelphia & Reading
Hungary, Va., Richmond, Fredericksburg & Potomac
Hunlock's Creek, Pa., Lackawanna & Bloomsburg
Hunnewell, Mo., Han. & St. Jos.
Hunter's Mill, Va., Alexandria, Loudon & Hampshire
Hunter's Point, L. I., Long Isl.
Huntingdon, Pa., Pennsylv. Cen.
Huntington, Ind., Tol. & Wab.
Huntington, Mass., Western
Huntley, Ill., Galena Div. of Chic. & North Western
Hunt's Hollow, N. Y., Erie
Huntsville, Ala., Mem. & Charl.
Huntsville, Ala., Nashv. & Dec.
Huntsville, Ind., Pittsburg, Ft. Wayne & Chicago
Huntsville, N. C., Ral. & Gaston
Huntsville, O., San., Day. & Cin.
Huron, Mich., Det., Mon. & Tol.
Huron Junc., O., Sand., Mansfield & Newark
Hurricane, Tenn., Nashv. & Dec.
Husted, N. J., West Jersey
Hutchinson, Ky., Kentucky Cen.
Hutton's, Tenn., Nashville & North Western
Hyannis, Mass., Cape Cod
Hyde Park, L. I., Long Island
Hyde Park, Mass., Bost. & Prov.
Hyde Park, N. Y., Hudson River
Hydetown, Pa., Oil Creek
Hydeville, N. Y., Sar. & Whiteh.
Hyner, Pa., Philadelphia & Erie
Iatan, Mo., Platte County, Mo.
Iberia, O., Clevel., Colum. & Cin.
Icard's, N. C., West. N. Carolina
Ida, Mich., Monroe Br. of Michigan Southern
Idaville, Ind., Tol., Log. & Burl.
Ilion, N. Y., New York Central
Illinois, Mo., St. Louis & Ir. Mt.
Illiopolis, Ill., Great Western
Inabinet's, S. C., South Carolina
Independence, Ind., Tol. & Wab.
Independence, Iowa, Dubuque & Sioux City
Independence, O., Sand., Mansf. & Newark
Independent, Iowa, Des Moines Valley
Indianopolis, Ind., Bellefontaine; Indianap., Pennsylv. & Chic.; Indianap. & Mad.; Lafay. & Indianap., and Terre Haute & Richmond

Indian Orchard, Mass., Western Railway
Indian Village, C. W., Cobourg & Peterboro'
India Point, R. I., Providence, Warren & Bristol
Industry, Pa., Clevel. & Pittsb.
Ingersoll, C. W., Great Western
Ionia, Mich., Detroit & Milw.
Iowa City, Iowa, Miss. & Mo.
Iowa Falls, Iowa, Dub. & Sioux C.
Ipswich, Mass., Eastern
Ireland's, Pa., Alleghany Valley
Irondale, Mo., St. Louis & Iron Mountain
Iron Hill, Del., Phil., Wil. & Bal.
Iron Mountain, Mo., St. Louis & Iron Mountain
Iron Ridge, Wis., Milw. & St. Paul
Ironton, O., Iron
Irvine, Pa., Philadelphia & Erie
Irving, Ky., Kentucky Central
Irving, N. Y., Buffalo & Erie
Irvington, N. Y., Hudson River
Irwin, O., Springfield Br. of Clev., Columbus & Cincinnati
Irwin's, Mo., Jeffersonville
Irwin's, Pa., Pennsylvania Cent.
Island Pond, Vt., Grand Trunk
Iuka, Miss., Memphis & Charl.
Ives, Conn., Canal
Ivor, Va., Norfolk & Petersburg
Ivy, Va., Virginia Central
Ixonia, Wis., Milw. & St. Paul
Jackson, Ga., S. West. & Musc.
Jackson, Mich., Michigan Cent.
Jackson, Miss., Mobile & Ohio
Jackson, N. J., Rar. & Del. Bay
Jackson, O., Fremont, Lima & Union
Jackson, O., Carrollton & Oneida
Jackson, O., Portsmouth Br. of Marietta & Cincinnati
Jacksonboro', S. C., Charleston & Savannah
Jackson's River, Va., Virginia C.
Jacksonville, Fla., Florida, Atl. & Gulf Central
Jacksonville, Ill., Great Western, and St. Louis, Jacksonville & Chicago
Jacksonville, Mo., N. Missouri
Jamaica, L. I., Long Island
Jamaica Plain, Mass., Boston & Providence
James', Ind., Indianapolis, Peru & Chicago
Jamesburg, N. J., Jamesburg to Freehold
Jamesport, L. I., Long Island
Jamestown, Ill., Great Western
Jamestown, N. C., N. Carolina
Jamestown, N. Y., Atlantic & Gt. Western
Jamestown, Pa., Erie & Pittsb.
Jamesville, N. Y., Syrac., Binghampton & New York
Jamison's, S. C., South Carolina
Janesville, Wis., Chic. & N. W.
Jarratt's, Va., Richmond, Fred. & Potomac Line
Jasper, O., Cin. & Zanesville
Jeanesville, Pa., Beaver Meadow
Jefferson, La., N. Orl., Opelousas & Great Western
Jefferson, Mo., St. Louis & Iron Mountain
Jefferson, N. Y., N. Div. of Erie
Jefferson, Wis., Chic. & N. W.
Jefferson Barracks, Mo., St. Louis & Iron Mountain
Jefferson City, Mo., Pacific
Jeffersonville, Ind., Jeffersonville
Jeffstown, Mo., North Missouri
Jenning's, Mo., North Missouri
Jenning's Ordinary, Va., Richm. & Danville
Jericho, Ky., Louisv. & Frankfort
Jersey City, N. J., Erie, N. J. Trans. Co., and Cent. of N. J.
Jersey Shore, Pa., Phil. & Erie
Jerseyville, Ill., St. Louis, Jacksonville & Chicago
Jerusalem, L. I., Long Island
Jessup's Cut, Md., Washing. Br.
Jesup, Iowa, Dub. & Sioux City
Jetersville, Va., Richm. & Danv.
Jewett City, Conn., Hartford, Providence & Fishkill
Johnson, Ga., Savannah, Albany & Gulf
Johnson's, O., Cin., Ham. & Day.
Johnson's, Tenn., East Tennessee & Virginia
Johnsonville, N. Y., Troy & Bost.
Johnsonville, Tenn., Nashville & North Western
Johnston, Pa., Alleghany Valley
Johnston's, S. C., South Carolina
Johnstown, O., Pittsburg, Ft. Wayne & Chicago
Johnstown, Pa., Pennsylv. Cent.
Joliet, Ill., Chic., Alt. & St. Louis; Chic. & Rock Isl., and Joliet Div. of Michigan Central
Jones', Ala., Alab. & Tenn. River
Jones', O., Cin., Ham. & Dayton
Jonesboro', Ala., Mem. & Charl.
Jonesboro', Ga., Mac. & Western
Jonesboro', Ill., Illinois Central
Jonesboro', Tenn., East Tenn. & Virginia
Jonesburg, Mo., N. Missouri
Jonesville, Ind., Jeffersonville
Jonesville, Mich., Mich. South.
Jonesville, S. C., Spart. & Union
Jonesville, Vt., Verm. & Canada
Jordan, C. W., Great Western
Jordan, N. Y., New York Cent.
Jordan's, O., Sand., Day. & Cin.
Joyner, N. C., Wilm. & Weldon
Joy's, Ill., Chic., Alt. & St. Louis
Juda, Wis., South. Wisc. Div.
Julien, Iowa, Dub. & Sioux City
Juliet, Ind., Louisville, N. Alb. & Chicago
Juneau, Wis., Chic. & N. West.
Juniper, Ga., S. West. & Musc.
Kalamazoo, Mich., Mich. Central
Kanawha, Va., N. W. Virginia
Kane, Ill., Chic. & N. Western
Kankakee, Ill., Illinois Central
Kankakee, Ind., Louisv., N. Alb. & Chicago
Kanona, N. Y., Buff. Div. of Erie
Kansas, Ill., St. Louis, Alton & Terre Haute
Kansas City, Mo., Pacific
Kansasville, Wis., Rac. & Miss.
Kappa, Ill., Illinois Central
Kaukauna, Wis., Chic. & N. W.
Kasoag, N. Y., Rome, Watertown & Ogdensburg
Katonah, N. Y., N. Y. & Harlem
Kearneysville, Va., Balt. & Ohio
Keene, N. H., Cheshire
Keene's, N. Y., Rome, Watert. & Ogdensburg
Keene Station, C. W., Cobourg & Peterboro
Keith's, Mass., Old Colony
Kelley's, Pa., Alleghany Valley
Kelley's, S. C., Spartan. & Union
Kellyville, Pa., Westc. & Philad.
Kemptville, C. W., Otta. & Pres.
Kendall's Mills, Me., Portland & Kenneb., and Maine Central
Kendallville, Ind., Mich. South.
Kennebunk, Me., Portl., Saco & Portsmouth
Kennebunk Port, Me., Portland, Saco & Portsmouth
Kenner, La., N. Orleans, Jackson & Gt. Northern
Kennett, Pa., Phil. & Balt. Cent.
Kenosha, Wis., Chic. & Milw.
Kensico, N. Y., N. York & Harl.
Kensington, N. J., Camd. & Am.
Kent, Conn., Danb. & Norwalk
Kent, Ind., Tol., Logans. & Burl.
Kent, O., Atlantic & Gt. West.
Kenton, O., Sand., Dayt. & Cin.
Kenton, Tenn., Mobile & Ohio
Keokuk, Ia., Ill. & South. Iowa; Keokuk, Mt. Pleas't & Musc., and Des Moines Valley
Keswick, Va., Virginia Central
Kewance, Ill., Chic., Burl. & Qu.
Keysville, Va., Richm'd & Danv.
Kilbourn City, Wis., Chicago & Milwaukee
Killawog, N. Y., Syrac., Bingh. & New York
Kimmswick, Mo., St. Louis & Iron Mountain
Kinderhook, N. Y., West. Mass.
King, C. W., Northern of Canada
King of Prussia, Pa., Chester Val.
Kingston, C. W., Grand Trunk
Kingston, Ga., Chattan. & Atl'a
Kingston, Mass., Plymouth & South Braintree
Kingston, N. J., Camd. & Amb.
Kingston, Pa., Cumberland Val.
Kingston, R. I., Stoning. & Prov.
Kingston Springs, Tenn., Nashv. & Western
Kingstree, S. C., North Eastern
Kingsville, O., Cleveland & Erie
Kingville, S. C., Camden Br. of South Carolina
Kinmunday, Ill., Illinois Central
Kinston, N. C., Atlantic & N. C.
Kinzer's, Pa., Penn. Central
Kirby, O., Pittsb., Ft. W. & Chic.
Kirkersville, O., Central Ohio
Kirkwood, Mo., Pacific
Kirkwood, N. Y., Erie
Kiser, Ky., Kentucky Central
Kitrell's, N. C., Raleigh & Gast.
Kittanning, Pa., Alleghany Val.
Kittanning Point, Pa., Penn. Cen.
Kittery, Me., Portland, Saco & Portsmouth
Kneisley's, O., Sandusky, Dayton & Cincinnati
Knight's, Mich., Michigan South.
Knightstown, Ind., Columbus & Indianapolis
Knobnoster, Mo., Pacific
Knobview, Mo., South West Br. of Pacific
Knowlesville, N. Y., N. Y. Cent.
Knoxville, Ill., Galesburg, Peoria & Lewiston
Knoxville, Tenn., E. Tennessee & Virginia
Kokomo, Ind., Chic. & Gt. East., and Indianap., Peru & Chic.
Komoka, C. W., Gt. West. Can.
Kushla, Ala., Mobile & Ohio
Labadie, Mo., Pacific
Lacadie, C. E., Mont. & Champ.
Lackawanna, Pa., Lack. & Bloom.
Lackawaxen, Pa., Erie
Laclede, Ia., Hann. & St. Joseph
Laclede, Mo., Pacific
Lacolle, C. E., Mont. & Champ.
Lacon, Ill., Chic. & Rock Island
Laconia, N. H., Boston, Concord & Montreal
La Croix, Ind., Louisv., N. Alb. & Chicago
La Crosse, Ind., Chic. & Gt. East.
La Crosse, Wis., Mil. & St. Paul
Ladoga, Ind., Louisv., N. Alb. & Chicago
Ladson's, S. C., South Carolina
Lafayette, Ind., Laf. & Indianap.; Louisv., N. Alb. & Chic., and Toledo & Wabash
Lafayette, N. Y., Syr., Bingh. & New York
Lafayette, O., Pitts., Ft. Wayne & Chicago
Lafayette, Tenn., Memp. & Char.
Lafayette, Wis., Mil. & St. Paul
Lafourche, La., N. O., Opelousas & Gt. Western
Lagrange, Ga., Atlan. & W. Point
Lagrange, Ky., Louisv. & Frankf.
La Grange, O., Clev., Col. & Cin.
La Grange, O., River Div. of Clev. & Pittsburg
La Grange, Tenn., Mem. & Char.
La Grange Furnace, O., Iron
Lagro, Ind., Toledo & Wabash
Lair, Ky., Kentucky Central
Lake, Miss., Southern Miss.
Lake, N. J., West Jersey
Lake, N. Y., Newburg Br. of N. Y. & Erie
Lake Champlain, N. Y., Rensse. & Saratoga Line
Lake City, Fla., Flor., Atl. & Gulf
Lake Forest, Wis., Chic. & Milw.
Lakeland, L. I., Long Island
Lake Station, Ind., Mich. Cent.
Lake Village, N. H., Bost., Con. & Montreal
Lakeville, Mass., Middleboro' & Taunton
Lakeville, O., Pitts., Ft. Wayne & Chicago
Lamar, Miss., Miss. Central
Lambertsville, Pa., Belvid. Del.
Lamson's, N. Y., Oswego & Syr.
Lanark, Ill., Racine & Miss.
Lancaster, C. W., Grand Trunk
Lancaster, Ind., Lou., N. Albany & Chicago
Lancaster, Mass., Wor. & Nash.
Lancaster, N. Y., Buff. Div. of E.
Lancaster, O., Cin. & Zanesville
Lancaster, Pa., Penn. Central
Landisville, Pa., Penn. Central
Lane, Ill., Chic. & Nor. Western
Laneville, Ind., Bellefontaine
Langdon, Ill., Galesb., Peoria & Lewiston
Langdons, Ind., Jeffersonville
Lansdale, Pa., North Penn.
Lansdowne, C. W., Grand Trunk
Lansing, Mich., Amboy & Lan.
Lansingburg, N. Y., Troy & Bost.
La Porte, Ind., Mich. Southern
La Prairie, Ill., Chic., Bur. & Qu.
Larimer's, Pa., Penn. Central
Larkinsville, Ala., Mem. & Char.
Larue, O., Bellefontaine
La Salle, Ill., Chic. & Rock Isl.
La Salle, N. Y., N. Y. Central
Latrobe, Pa., Penn. Central
Lauderville, Miss., Mobile & O.
Laurel, Del., Peninsular Line
Laurel, Md., Washington Br.
Laurel Hill, N. C., Wilm., Char., & Rutherford
Laurens, S. C., Laurens
Laurinburg, N. C., Wilm., Char., & Rutherford
Laury's, Pa., Lehigh Valley
Lavergne, Tenn., Nash. & Chat.
Lawn Dale, Ill., Chic., Alton & St. Louis

Lawrence, Ill., Chic. & N. West. Railway
Lawrence, Mass., Concord., Man. & Lawrence
Lawrence, N.Y., Northern (Ogd.)
Lawrence, O., Pitts., Ft. Wayne & Chic.
Lawrenceburg, Ind., Ind. & Cin.
Lawrence Furnace, O., Iron
Lawrenceville, Ill., Ohio & Miss.
Lawrenceville, Pa., Alleg. Val.
Lawton, Ga., Sav., Alb. & Gulf
Lawton, Mich., Michigan Cent.
Layton's, Pa., Pittsb. & Connels.
Lazaretto, Pa., Phil., Wil. & Bal.
Leaman Place, Pa., Penn. Cent.
Leavittsburg, O., Atl. & Gt. W.
Lebanon, Ill., Ohio & Mississippi
Lebanon, Ind., Laf. & Indianap.
Lebanon, Ky., Louisv. & Nashv.
Lebanon, N. H., Nor. N. Hamp.
Lebanon, N. J., Central of N. J.
Lebanon, Pa., Phil. & Reading
Lebanon Junc., Ky., Lou. & Nash.
Lee, Mass., Housatonic
Leeds, Me., Maine Central
Leeds Central, Me., Androscoggin
Leeds Crossing, Me., Andros.
Lee's, Pa., Chester Valley
Lee's, T. O., S. C., South Car.
Leesburg, N. C., Wilm. & Weld.
Leesburg, O., Marietta & Cin.
Leesburg, Va., Alex., Loudon & Hampshire
Leesport, Pa., Phil. & Reading
Leetsdale, Pa., Pitts., Ft. Wayne & Chic.
Lefroy, C. W., North. of Canada
Lehighton, Pa., Lehigh Valley
Lehighton, Ala., Mem. and Char.
Leipsic, O., Dayton & Michigan
Leland, Ill., Chic., Bur. & Quin.
Lemont, Ill., Chic., Alt. & St. Lo.
Lemonweir, Wis., Mil. & St. Paul
Lena, Ill., Illinois Central
Lena, O., Columbus & Indianap.
Lennoxville, C. E., Grand Trunk
Lenoirs, Tenn., Chat. & Knox.
Lenox, Mass., Housatonic
Lenox Furnace, Mass., Housat.
Leominster, Mass., Fitchburg
Leonda, Ill., Ind., Peru, & Chic.
Le Roy, N. Y., Buff. Div. of Erie, and N. Y. Central
Le Roy, Wis., Mil. & St. Paul
Lewisburg, Pa., Phil. & Erie
Lewis Centre, O., Clev., Col. & Cin.
Lewis' Mills, O., Central Ohio
Lewiston, Ill., Galesb., Peoria & Lewiston
Lewiston, Me., Maine Central
Lewiston, Min., Winona & St. Peter
Lewiston, N. Y., N. Y. Central
Lewiston, Wis., Mil. & St. Paul
Lewistown, Pa., Penn. Central
Lewisville, Ind., Col. & Indianap.
Lewisville, S. C., South Car.
Lexington, Ill., Chic., Al. & St. L.
Lexington, Ky., Ken. Central, and Louisv. & Frankfort
Lexington, Mass., Lex. & West Cambridge
Lexington, N. C., North Carolina
Lexington, O., Marietta & Cin.
Lexington, O., San., Mansfield & Newark
Lexington, Pa., North Penn.
Liberty, N. Y., Buff. Div. of Erie
Liberty, Va., Vir. & Tennessee
Liberty Church, Va., Rich. & Danville
Ligonier, Ind., Mich. Southern
Lilly's, Pa., Penn. Central
Lima, O., Pitts., Ft. W. & Chic., and Dayton & Michigan
Lima, Wis., Mil. & P. Du Chien
Lime Kiln, Ala., Ala. & Tenn. Rivers
Limerick, N. Y., Rome, Watertown & Ogdensburg
Limerick, Pa., Phil. & Reading
Lime Ridge, Pa., Lack. & Blooms.
Limestone, Tenn., East Tenn. & Virginia
Lincoln, Ill., Chic., Alt. & St. Lo.
Lincoln, Ind., Chic. & Gt. East.
Lincoln, Mass., Fitchburg
Linden, Ind., Louisv., N. Alb. & Chic.
Linden, Mich., Detroit & Milw.
Linden, N. Y., N. W. Div. of Erie
Linden, Pa., Phil. & Erie
Linden, Va., Manassas Gap
Lindsay, C. W., Port Hope, Lindsay & Beaverton
Lindsay's, Va., Virginia Central
Linwood, Pa., Phil., Wil. & Bal.
Lisbon, Ia., Chic. & Nor. West.
Lisbon, Me., Androscoggin
Lisbon, N. H., Bost., Con. & Mon.
Lisbon, Wis., Mil. & St. Paul
Lisle, N. Y., Syr., Bing. & N. Y.
Litchfield, Conn., Naugatuck
Litchfield, Ill., St. Louis, Alt. & Terre Haute
Lithonia, Ga., Georgia
Litis, Pa., Reading & Columbia
Little Cacapon Siding, Md., Bal. & Ohio
Little Falls, N. Y., N. Y. Central
Little River, Me., Androscoggin
Little River, Mo., Cairo & Fulton
Little's, N. H., Boston & Lowell
Little Silver, N. J., Rar. & Del. Bay
Littleton, Mass., Fitchburg
Littleton, N. C., Raleigh & Gast.
Littleton, N. H., Bost. Con. & Montreal
Littleton, S. C., Greenv. & Col.
Littleton, Va., Baltimore & Ohio
Little Valley, N. Y., Erie
Little York, N. Y., Syr., Bing. & N. Y.
Livermore Falls, Mo., Andros.
Liverpool, O., Clev. & Pittsb.
Livonia, N, Y., Buff. Div. of Erie
Livingwood, Ky., Ken. Central
Lochepoga, Ala., Mont. & W. P.
Lockhart, Miss., Mobile & Ohio
Lockhaven, Pa., Phil. & Erie
Lockland, O., Cin. Ham. & Day.
Lockport, Ill., Chic., Alton & St. Louis
Lockport, N. Y., N. Y. Central
Lockport, Pa., Penn. Central
Loda, Ill., Illinois Central
Lodi, Ill., Chic. & Nor. Western
Logan's Ferry, Pa., Allegh. Val.
Logansport, Ind., Chicago & Gt. East., and Toledo & Wabash
Logans Port, Pa., Allegh. Val.
London, C. W., Grand Trunk; Gt. Western. Can., and London & Port Stanley
London, Ind., Indianap. & Cin.
London, Ia., Chic., Iowa & Neb.
London, O., Little Miami
Londonderry, N. H., Con., Man. & Lawrence
Londonderry, O., Mar. & Cin.
Londonville, O., Pitts., Ft. W. & Chic.
Lone Rock, Wis., Milw. & P. du Chien
Long-a-Coming, N.J., Cam. & At.
Long Branch. N. J., Rar. & Del. Bay
Long Cane, Ga., Atl. & West P.
Longmeadow, Mass., N. Haven, Hartf. & Spring.
Long Run, Va., Nor. West. Vir.
Longwood, C. W., Gt. West. Can.
Lonsdale, R. I., Prov. & Wor.
Loogootee, Ind., Ohio & Miss.
Loohatan, Miss., Mob. & Ohio
Lookout, Mo., Pacific
Loramia, O., Bellefontaine
Lordville, N. Y., Erie
Loudon, Tenn., Chat. & Knox.
Loudonville, O., Pitts., Ft. W. & Chic.
Louisa Court House, Va., Vir. C.
Louisville, Ky., Jeffersonville, Louisv. & Frankf., and Louisv. & Nashville
Louisville, O., San., Man. & New.
Lourse, La., N. O., Opelousas & Gt. Western
Lourse Creek, Mo., Pacific
Lovejoy's, Ga., Macon & West.
Loveland, O., Little Miami, and Marietta & Cin.
Lovett's, Conn., Hartf., Prov. & Fishkill
Lovington, Va., Orange & Alex.
Lowe, Ky., Ken. Central
Lowell, Ind., Jeffersonville
Lowell, Mass., Bost. & Lowell; Concord, Manch. & Lawrence; Lowell & Lawrence; Salem & Lowell, and Stony Brook
Lowell, Mich., Det. & Milw.
Lower Falls, Mass., Bost. & Wor.
Low Moor, Ia., Chic., Ia. & Neb.
Lucan, C. W., Grand Trunk
Lucas, O., Pitts., Ft. W. & Chic.
Ludlow, O., Cin., Ham. & Day.
Ludlow, Vt., Rut. & Bur.
Lumberton, N. C., Wilm., Char. & Rutherford
Lycoming, Pa., North. Central
Lydius, Ky., New Orl. & Ohio
Lyle's Ford, S. C., Spar. & Union
Lyle's Tank, S. C., Spar. & Union
Lyme, Conn., N. Hav., N. Lond. & Stonington
Lyn, C. W., Grand Trunk
Lynchburg, O., Hillsboro' Br. of Mar. & Cin.
Lynchburg, Va., Orange & Alex.
Lyndon, O., Marietta & Cin.
Lyndon, Vt., Conn. & Pass. Riv.
Lyndon, Wis., Mil. & St. Paul
Lynfield Centre, Mass., Newb.
Lynn, Mass., Eastern
Lynnville, Tenn., Nash. & Dec.
Lyons, Ill., Chic., Bur. & Quincy
Lyons, N. Y., N. Y. Central
Lyons, Pa., East Pennsylvania
Lyons, Wis., Racine & Miss.
McAuley, Pa., Catawissa
McArthur, O., Mar. & Cin.
McConnellstown, Pa., Huntington & Broad Top
McConnellsville, N. Y., Rome, Watertown & Ogdens.
McCoy's, Ind., Indianap. & Cin.
McCoy's, O., Clev. & Pitts., Riv. Div.
McDonald's, Ala., Nash. & Dec. Line
McDonald's, Tenn., Chat. & Kno.
McFarland, Wis., Mil. & P. du C.
McHenry, Ill., Fox Riv. Val. Line
McIndoes, Vt., Conn. & Pass. Riv.
McIntosh, Ga., Sav., Alb. & Gulf
McIntyre, Ga., Central Georgia
McIvor's, Va., Orange & Alex.
McKaine's, Pa., Allegh. Valley
McKay's, Miss., Miss. & Tenn.
McKeesport, Pa., Pitts. & Con.
McKenzie, Ky., Louisv. & Nash.
McLean, Ill., Chic., Alt. & St. L.
McLean's, N. C., North Carolina
McLear, Ky., Kentucky Central
McLeod, Ky., Louisv. & Nashv.
McLeran's, Vt., Conn. & Pass. R.
McLuney, O., Cin. & Zanesv.
McMillan's, Tenn., East Tenn. & Vir.
McMinnville, Tenn., McMinnv. & Manchester
McVeytown, Pa., Penn. Central
Macedon, N. Y., N. Y. Central
Macedonia, O., Clev. & Pitts.
Mace's, Mass., Low. & Lawrence
Macomb, Ill., Chic., Bur. & Quin.
Macon, Ga., Central Georgia
Macon, Ill., Ill. Central
Macon, Miss., Mobile & Ohio
Macon, N. C., Raleigh & Gaston
Macon City, Mo., Hannibal & St. Joseph, and North Missouri
Macoupin, Ill., Chic., Alt. & St. Louis
Madbury, N. H., Bost. & Maine
Madison, Ala., Memp. & Char.
Madison, Ala., Nash. & Decatur
Madison, Conn., N. Haven, N. London & Stonington
Madison, Ga., Georgia
Madison, Ind., Indianap. & Mad.
Madison, N. J., Morris & Essex
Madison, O., Clev. & Erie
Madison, Tenn., Nash. & Ken.
Madison, Va., Orange & Alex.
Madison, Wis., Mil. & P. du Ch.
Madrid, N. Y., North. (Ogden.)
Magnolia, Md., Phil., Wil. & Bal.
Magnolia, Miss., N. Orl. & Jack.
Magnolia, N. C., Wil. & Weldon
Magnolia, Va., Sesb. & Roanoke
Magnolia, Wis., Bel. & Mad. Br.
Mahanoy, Pa., Catawissa
Mahanoy City, Pa., Lehigh & M.
Mahon, Ind., Toledo & Wabash
Mahonington, Pa., New Castle & Beaver Valley
Mainville, Pa., Catawissa
Makanda, Ill., Illinois Central
Malaga, N. J., West Jersey
Malcome, Ia., Chic. & Rock I.
Malden, Ill., Chic., Bur. & Quin.
Malden, Mass., Boston & Maine
Mallorytown, C. W., Grand T.
Malone, N. Y., Northern (Ogd.)
Malta, Ill., Chic. & North West.
Malvern, O., Tuscarawas Br.
Mamaroneck, N. Y., N. Y. & N. Haven
Manassas Junc., Va., Or. & Alex.
Manayunk, Pa., Phil. & Reading
Manayunk, Pa., Penn. Central
Manchac, La., N. Orl. & Jackson
Manchester, Conn., Hart., Prov. & Fishkill
Manchester, Ia., Dub. & Sioux C.
Manchester, Mich., Jackson Br.
Manchester, N. H., Conc., Man. & Lawrence
Manchester, N. J., Rar. & Del. Bay
Manchester, O., Day. & Western
Manchester, Tenn., McMinnv. & Manchester
Manchester, Va., Rich. & Danv.
Manchester, Vt., Troy & Boston
Manhattan, N. Y., Hudson Riv.
Manheim, Pa., Reading & Col.
Manito, Ill., Peoria, Pekin & Jac.
Manlius, N. Y., N. Y. Central
Mannahawking, N. J., Jamesb. & Freehold

Manassas, Va., Baltimore & O. Railway
Mannsville, N. Y., Rome, Watertown & Ogdensb.
Manor, L. I., Long Island
Manor, Pa., Penn. Central
Manorville, Pa., Allegh. Val.
Mansfield, Conn., N. Lond. Nor.
Mansfield, Mass., Bost. & Prov.
Mansfield, O., Atl. & Gt. West., and Pitts., Ft. Wayne & Chic.
Manteno, Ill., Illinois Central
Mantua, N. J., West Jersey
Mantua, O., Atl. & Gt. West.
Manumuskin, N. J., W. Jer. Line
Manunka Chunk, Pa., Belv. Del.
Manville, R. I., Prov. & Wor.
Maple Grove, Mass., Pittsfield & Nor. Adams
Maples, Ind., Pitts., Ft. W. & C.
Maplesville, Ala., Ala. & Tenn. Rivers
Mapleton, Pa., Penn. Central
Maplewood, Mass., Saugus Br.
Maquon, Ill., Galesb., Peoria & Lewiston
Marathon, N. Y., Syr., Bing. & New York
Marblehead, Mass., Marblehead Br. of Eastern
Marble Ridge, Mass., Essex
Marcellus N. Y., N. Y. Central
Marcy, N. Y., Utica & Black R.
Marengo, Ill., Galena Div. of Chic. & Nor. Western
Marengo, Ia., Chic. & Rock I.
Margaretsville, N. C., Seabord & Roanoke
Marietta, Ga., Chat. and Atlan.
Marietta, O., Marietta and Cin.
Marion, Mass., Fairhaven Br.
Marion, Miss., Mobile & Ohio
Marion, O., Bellefontaine Line
Marion, Pa., Cumberland Val.
Marion, Va., Vir. & Tenn.
Markham, Va., Manassas Gap
Marklesburg, Pa., Hunt. & Broad Top
Marlboro', Mass., Bost. & Wor.
Marlboro', N. C., Wil. & Wel.
Marlboro', N. H., Cheshire
Marlboro', N. J., West Jersey
Marlow, Ga., Central Georgia
Marlville, N. C., Wil., Charl. & Rutherford
Maroa, Ill., Illinois Central
Marriottsville, Md., Bal. & Ohio
Marseilles, Ill., Chic. & Rock. I.
Marshall, Ia., Chic., Ia. & Neb.
Marshall, Mich., Mich. Central
Marshallville, Ga., So. West. Ga.
Marshallville, O., Clev., Zanesv. & Cin.
Marshfield, Ill., Toledo, Peoria & Warsaw
Marshfield, Ind., Jeffersonville
Marshfield, Ind., Tol. & Wabash
Marsh's, S. C., South Carolina
Marshville, O., Mar. & Cin.
Marthasville, Ga., So. West. Ga.
Martindale, N. Y., N. Y. & Har.
Martin's, Va., Vir. & Tenn.
Martinsburg, Mo., Nor. Missouri
Martinsburg, Va., Balt. & Ohio
Martin's Creek, Pa., Belv. Del.
Martin's Ferry, N. H., Concord, Man. & Lawrence
Martinsville, O., Clev. & Pittsb.
Martinsville, O., Mar. & Cin.
Marysville, Pa., Northern Cent.
Marysville, O., Springfield Br.
Mason, Ill., Illinois Central
Mason's, Tenn., Louisv., Nashv., Clarksv. & Memphis Line
Mason's Tunnel, Va., Vir. Cent.
Mason Village, N. H., Peterboro' & Shirley
Masonville, Ia., Dub. & Sioux C.
Massillon, O., Pitts., Ft. W. & C.
Mastersville, O., Pitts., Col. & Cin.
Mast Hope, N. Y., Erie
Mast Yard, N. H., Conc. & Clare.
Matilda, C. W., Grand Trunk
Mattapoisett, Mass., Fairh. Br.
Mattawan, Mich., Michigan Cen.
Matteson, Ill., Illinois Central
Mattituck, L. I., Long Island
Mattoax, Va., Rich. & Danville
Mattoon, Ill., Illinois Central
Mauch Chunk, Pa., Lehigh Val.
Maumee, O., Toledo & Wabash
Mauston, Wis., Mil. & St. Paul
Mauvila, Ala., Mobile & Ohio
Max Meadow, Va., Vir. & Tenn.
Mayfield, Ky., New Orl. & Ohio
Mayhew, Miss., Mobile & Ohio
Mazomanie, Wis., Mil. & P. du Chien
Meadville, Pa., Atl. & Gt. West.
Mebane's, N. C., North Carolina
Mechanicsburg, Ill., Tol. & Wab.
Mechanicsburg, O., Spring. Br.
Mechanicsburg, Pa., Cumb. Val.
Mechanic's Falls, Me., Grand T.
Mechanicsville, Ill., Chic. & N. West.
Mechanicsville, Ia., Chic., Ia. & Nebraska
Mechanicsville, N. Y., Ren. & Sar.
Mechum's River, Va., Vir. Cent.
Medaryville, Ind., Lou., N. Alb. & Chic.
Medford, L. I., Long Island
Medford, Mass., N. Y. and Bost. Air Line
Media, Pa., Westchester & Phil.
Medina, N. Y., N. Y. Central
Medon, Tenn., Miss. Central
Medora, Ind., Ohio & Mississippi
Medway, Mass., N. Y. & Boston Air Line
Mehirrin, Va., Rich. & Danville
Mellenville, N. Y., Hud. & Bost.
Melrose, Ia., Des Moines Valley
Melrose, Mass., Bost. & Maine
Melrose, N. Y., N. Y. & Harlem
Melton's, Va., Virginia Central
Melvin Mills, N.H., Conc. & Cla.
Memphis, Ind., Jeffersonville
Memphis, Tenn., Mem. & Charl.
Mendota, Ill., Chic., Bur. & Quin.
Menominee, Ill., Illinois Central
Mentor, O., Cleveland & Erie
Meramec, Mo., Pacific
Meredith Village, N. H., Bost., Concord & Montreal
Meredosia, Ill., Gt. Western
Meriden, Conn., N. Hav., Hartf. & Springfield
Meridian, Ky., Kentucky Cent.
Meridian, Miss., Mobile & Ohio
Merwinsville, Conn., Housatonic
Messers, Mass., Conc., Manc. & Lawrence
Metcalf's, Mass., Boston & Wor.
Methot's Mills, C. E., Grand T.
Methuen, Mass., Conc., Manc. & Lawrence
Metuchin, N. J., New Jersey
Mexico, Mo., North Missouri
Miami, Ind., Ind., Peru & Chic.
Miamisburg, O., Cin., Ham. & Day.
Miamiville, O., Little Miami
Michigan City, Ind., Louisv., N. Albany & Chic.
Middleboro', Mass., Cape Cod
Middle Brooke, Mo., St. Louis & Iron Mountain
Middleburgh, N. Y., Alb. & Sus.
Middlebury, Ind., Michigan So.
Middlebury, Vt., Rut. & Bur.
Middlefield, Mass., West. Mass.
Middle Granville, Vt., Rut. & Washington
Middleport, C. W., Buff. & Lake Huron
Middleport, Ill., Tol., Peoria & Warsaw
Middleport, N. Y., N. Y. Central
Middlesex, Mass., Bost. & Lowell
Middlesex, Pa., Cumberland Val.
Middlesex, Vt., Vermont & Can.
Middleton, Ill., Ohio & Miss.
Middleton, Mass., Essex
Middleton, Tenn., Mem. & Char.
Middleton, Wis., Mil. & P. du Chien
Middletown, Conn., Middlet. Br.
Middletown, Del., Peninsul. Line
Middletown, Ind., Chic. & Gt. E.
Middletown, Ia., Bur. & Mo. Riv.
Middletown, N. J., Rar. & Del. B.
Middletown, N. J., West Jersey
Middletown, N. Y., Erie
Middletown, O., Cin., Hamilt. & Dayton
Middletown, Pa., Penn. Central
Midland, Wis., Milw. & St. Paul
Midway, Ky., Louisv. & Frankf.
Mifflin, Pa., Penn. Central
Milan, Ind., Ohio & Mississippi
Milan, N. H., Grand Trunk
Milan, Tenn., Louisv. & Nashv.
Miles, Ill., Chic., Alt. & St. Louis
Milford, Conn., N. Y. & N. Hav.
Milford, Del., Peninsular Line
Milford, Mass., Boston & Wor.
Milford, Me., Bangor, Old Town & Milford
Milford, N. H., Bost. & Lowell
Milford, N. J., Belvidere Del.
Milford, O., Colum. & Indianap.
Milford, Pa., Del., Lack. & West.
Milford, Va., Rich., Fred. & Pot.
Milford Centre, Springfield
Milford, O., Little Miami
Mill, Ga., Sav., Albany & Gulf
Millboro', Va., Virginia Central
Millbrook, N. C., Raleigh & Gast.
Millburn, N. J., Morris & Essex
Millbury, Mass., Bost. & Wor., and Prov. & Wor.
Mill Creek, Pa., Penn. Central
Milledgeville, Ga., Milledgeville & Eatonton
Millen, Ga., Central Georgia
Miller's, Ga., Sav., Alb. & Gulf
Miller's, Conn., Canal
Miller's, Ind., Mich. Southern
Miller's, O., Pitts., Col. & Cin.
Miller's, Pa., Atl. & Gt. Western
Millersburg, Ind., Mich. South.
Millersburg, Pa., Northern Cent.
Miller's Corners, N. Y., N. York Central
Miller's Landing, Mo., Pacific
Millerstown, Pa., East Penn.
Millerton, N. J., West Jer. Line
Millerton, N. Y., N. Y. & Harl.
Mill Lane, Pa., Chester Valley
Mill Point, Mich., Det. & Milw.
Millstone, N. J., N. Brunswick & Millstone Br. of Cam. & Amb.
Mill Village, Atl. & Gt. Western
Millville, Ind., Chic. & Gt. East.
Millville, Mo., North Missouri
Millville, N. J., West Jer. Line
Millway, Pa., Reading & Col.
Millwood, O., Central Ohio
Milner, Ga., Macon & Western
Milo Centre, N. Y. Erie
Miltenberger, Pa., Pitts. & Con.
Milton, Ill., Illinois Central
Milton, N. H., Gt. Falls & Con.
Milton, O., Dayton & Michigan
Milton, Pa., Philadelphia & Erie
Milton, Vt., Verm. & Can., and Verm. Central
Milton, Wis., Mil. & P. du Ch.
Milton Ferry, N. Y., Hud. Riv.
Milton Junc., Wis., Chic. & N. Western
Milwaukee, Wis., Chic. & Mil.; Detroit & Mil.; Mil. & P. du Chien; and Mil. & St. Paul
Mimico, C. W., Toronto Br. of Gt. Western
Mineral Point, Mo., St. Louis & Iron Mountain
Mineral Point, O., Tuscaraw. Br.
Mineral Point, Pa., Penn. Cent.
Mineral Point, Wis., Mineral P.
Minersville, Pa., Mine Hill & Schuylkill Haven
Minerva, O., Tuscarawas Branch
Mingo, O., Pitts., Col. & Cin.
Mingo Junc., O., Clev. & Pittsb.
Minnesota Junc., Wis., Chic. & Nor. West., and Mil. & St. P.
Minonk, Ill., Illinois Central
Minooka, Ill., Chic. & Rock Isl.
Mishawaka, Ind., Mich. South.
Missemer's, Pa., Phil. & Reading
Mitchell, C. W., Buff. and Lake Huron
Mitchell, Ind., Louisv., N. Alb. & Chic., and Ohio & Miss.
Mitchell's, Va., Orange & Alex.
Mitchellville, Ky., Lou. & Nash.
Moawequa, Ill., Illinois Central
Mobile, Ala., Mobile & Ohio
Mohrsville, Pa., Phil. & Reading
Mokena, Ill., Chic. & Rock Isl.
Moline, Ill., Chic. & Rock Island
Monee, Ill., Illinois Central
Monk's Corner, North Eastern
Monkton, Md., Northern Cent.
Monmouth, Ill., Chic., Bur. & Q.
Monmouth, Me., Maine Central
Monocacy, Md., Balt. & Ohio
Monroe, Mich., Det., Mon. & Tol.
Monroe, Mo., Hannibal & St. Jo.
Monroe, N. J., West Jersey
Monroe, N. Y., Erie
Monroe, O., Marietta & Cin.
Monroe, Wis., Mil. & P. du Chien
Monroeville, O., Cleve. & Toledo
Monrovia, Md., Balt. & Ohio
Monsey, N. J., Piermont Br. of N. Y. & Erie
Monson, Mass., New Lond. Nor.
Montague, Mass., Ver. & Mass.
Montclair, N. J., New. & Bloom.
Montebello, Ind., Chic. & Gt. E.
Montevallo, Ala., Ala. & Tenn. Rivers
Montezuma, Ga., So. West. Ga.
Montgomery, Ala., Mont. & W. Point
Montgomery, Mo., North Mo.
Montgomery, Pa., Phil. & Erie
Montgomery's, O., Pitts., Col. & Cin.
Monticello, Ill., Chic., Alt. & St. Louis
Monticello, Ind., Tol., Logansp. & Burlington
Montpelier, Vt., Vermont & Can.
Montreal, C. E., Grand Trunk
Montrose, Ia., Keokuk, Mt. Pleasant & Muscatine
Montrose, Pa., Del., Lack. & W.
Montville, Conn., New Lon. Nor.

Monument, Mass., Cape Cod Railway
Mooer's, N. Y., Plattsb. & Mont.
Mooer's Junc., N. Y., Nor. (Ogd.)
Moore's, Ala., Nashv. & Decatur
Mooresburg, Pa., Catawissa
Moore's Hill, Ind., Ohio & Miss.
Moorfield, O., Springfield Branch
Mooresville, Ala., Mem. & Char.
Moosup, Conn., Hart., Prov. & Fishkill
Moravia, Pa., N. Castle & B. Val.
Moreau, N. Y., Sar. & Whitehall
Morehead City, N. C., At. & N. C.
Morgan, Ky., Kentucky Central
Morgan City, Ill., Gt. West. Ill.
Morgan's Corner, Pa., Penn. Cen.
Morganton, N. C., West. N. Car.
Morgantown, Pa., Cumberl. Val.
Morrill's, Me., York & Cumberl.
Morris, Ill., Chic. & Rock Island
Morris, Ind., Indianap. & Cin.
Morrisania, N. Y., N. Y. & Har.
Morrison, Ill., Chic. & Nor. Wes.
Morrison, Tenn., McMinnville & Manchester
Morris Plains, N. J., Mor. & Ess.
Morristown, Ind., Bellefont. Line
Morristown, N. J., Morris & Ess.
Morristown, Tenn., E. Tenn. & Virginia
Morrisville, N. C., Nor. Carolina
Morrow, O., Little Miami
Morrow's, S. C., Char. & So. Car.
Morton, Miss., Southern Miss.
Mortonville, N. Y., Newburg & Warwick Br. of Erie
Moscow, Ia., Chic. & Rock Island
Moscow, Ky., Mobile & Ohio
Moscow, Pa., Del., Lack. & West.
Moscow, Tenn., Mem. & Charl.
Moselle, Mo., So. W. Br. of Pac.
Mosely Hall, N. C., Atlan. & N. Carolina
Mossingford, Va., Rich. & Danv.
Moss Neck, N. C., Wilm., Charl. & Rutherford
Mossville, Ill., Chic. & Rock Isl.
Mossy Creek, Tenn., E. Tenn. & Virginia
Mott Haven, N. Y., N. Y. & Har.
Moultrie, O., Clev. & Pittsb.
Mounds, Ill., Gt. Western
Mounds, Ill., Illinois Central
Moundsville, Va., Balt. & Ohio
Mountain Top, Va., Vir. Central
Mount Airy, Md., Balt. & Ohio
Mount Airy, Va., Vir. & Tenn.
Mount Bethel, Va., Del., Lack. & Western
Mount Braddock, Pa., Pittsb. & Connellsville
Mount Brydges, C. W., Gt. Wes.
Mount Carbon, Pa., Schuyl. Val.
Mount Carmel, Conn., Canal
Mount Carmel, Pa., Shamokin Val. & Pottsville
Mount Carrol, Ill., Rac. & Miss.
Mount Clare Junc., Md., Wash. Branch
Mount Clemens, Mich., Grand T.
Mount Dallas, Pa., Huntington & Broad Top
Mount Holly, N. J., Bur. & Mt. Holly
Mount Holly, S. C., Nor. Eastern
Mount Holly, Vt., Rut. & Bur.
Mount Holly Junc., N. J., Cam. & Amboy
Mount Jackson, Va., Man. Gap
Mount Joy, Pa., Penn. Central
Mount Kisco, N. Y., N.Y. & Har.
Mount Meigs, Ala., Mont. & W. Point
Mount Morris, N. Y., Avon, Geneseo & Mt. Morris
Mount Olive, N. C., Wil. & Wel.
Mount Pleasant, Del., Peninsular Line
Mount Pleasant, Ia., Bur. & Mo. River
Mount Pleasant, N. J., W. Jer. Line
Mount St. Vincent, N. Y., Hud. River
Mount Sterling, Ill., Gt. Western
Mount Union, Pa., Penn. Cent.
Mount Vernon, Ia., Chic., Iowa & Nebraska
Mount Vernon, N. Y., N. York & New Haven
Mount Vernon, O., San., Mans. & Newark
Mount Victory, O., Bellef. Line
Mounteith Road, Ga., Charl. & Savannah
Mountville, Pa., Penn. Central
Mouse Creek, Tenn., Chat. & Kn.
Muir and Lyons, Mich., Det. & Milw.
Mulford, N. J., Central of N. J.
Mullins, Ky., Kentucky Central
Mullins, S. C., Wilm. & Man.
Muncie, Ind., Bellef. Line
Muncy, Pa., Phil. & Erie
Munfordsville, Ky., Lou. & Nash.
Murfreesboro', Tenn., Nashv. & Chat.
Muscatine, Ia., Chic. & Rock Isl.
Muscado, Wis., Mil. & P. du Ch.
Myerstown, Pa., Phil. & Reading
Myrick's, Mass., Old Colony
Mystic, Conn., Stoning. & Prov.
Nachusa, Ill., Chic. & Nor. Wes.
Nahunta, N. C., Wilm. & Weld.
Nanticoke, Pa., Lack. & Bloom's.
Nanuet, N. Y., Pierm. Br. of N. Y. & Erie
Napanee, C. W., Grand Trunk
Napierville, Ill., Chic., Bur. & Q.
Naples, Ill., Gt. Western
Napoleon, Mich., Jackson Br. of Mich. Southern
Napoleon, O., Tol. & Wabash
Narrowsburg, N. Y., Erie
Nashport Road, O., Pitts., Col. & Cin.
Nashua, N. H., Bost. & Lowell
Nashville, Tenn., Lou. & Nash.
Natick, Mass., Bost. & Wor.
Natick, R. I., Hart., Prov. & Fish.
National Road, O., Day. & Mich.
Naugatuck, Conn., Naugatuck
Naugatuck Junc., Conn., N. Y. & New Haven
Navasota, Tex., Houston & Texas Central
Nayatt, R. I., Prov., Warren & Bristol
Naylor, Ga., Sav., Alb. & Gulf
Nebraska, Ind., Ohio & Miss.
Nebraska, Ind., Toledo & Wab.
Needham Plains, Mass., N. Y. & Boston Air Line
Neenah, Wis., Chic. & Nor. West.
Neff's Siding, O., Central Ohio
Nelson, Ill., Chic. & Nor. West.
Neoga, Ill., Illinois Central
Neponset, Ill., Chic., Bur. & Qu.
Neponset, Mass., Old Colony
Neshanic, N. J., South Branch
Nevada, Ill., Galena Div. of Chic. & North Western
Nevada, Ind., Chic. & Gt. East.
Nevada, Ia., Chic., Ia. & Neb.
Neville, Tenn., Mem. & Charl.
New Albany, Ind., Lou., N. Alb. & Chic.
Newark, Del., Phil., Wil. & Balt.
Newark, N. J., New Jersey
Newark, N. Y., N. Y. Central
Newark, O., Central Ohio, Pitts., Col. & Cin., and San., Mans. & Newark
New Baltimore, C. W., Grand T.
New Bedford, Mass., Fairh. Br.
Newbern, N. C., Atlan. & N. C.
Newberry, Pa., Phil. & Erie
Newberry C. H., C., Greenv. & Columbia
New Brighton, Pa., Pitts., Ft. W. & Chic.
New Britain, Conn., Hart., Prov. & Fishkill
New Brunswick, N. J., N. Jersey
New Buffalo, Mich., Mich. Cent.
Newburg, Ind., Terre H. & Rich.
Newburg, N. Y., Newb. & War.
Newburg, O., Atlan. & Gt. West., Clev. & Pitts., and Pitts., Col. & Cin.
Newburg, S. C., Laurens
Newburg, Va., Balt. & Ohio
Newbury, C. W., Gt. Western
Newbury, Vt., Conn. & Pass. Riv.
Newburyport, Mass., Eastern
Newcastle, C. W., Grand Trunk
New Castle, Del., Peninsul. Line
New Castle, Ind., Chic. & Gt. E.
New Castle, Pa., Erie & Pittsb., and New Castle & Beaver Val.
New Comerstown, O., Pittsburg, Col. & Cin.
New Creek, Md., Balt. & Ohio
New Drop, S. I., Staten Island
New Durham, N. H., Dover & Winnepisseogee
New Durham, N. J., Nor. of N. J.
New England, O., Mar. & Cin.
New Florence, Pa., Penn. Cent.
New Galilee, Pa., Pittsb., Ft. W. & Chic.
New Glasgow, Va., Or. & Alex.
New Gloucester, Me., Grand T.
New Hamburg, N. Y., Hud. Riv.
New Hampton Junc., N. J., Del., Lackawanna & Western
New Haven, Conn., N. Y. & N. Haven; N. Haven, Hartf. & Springfield; N. Hav., N. Lon. & Stonington, and Canal
New Haven, Ind., Tol. & Wab.
New Haven, Ky., Lebanon Br. of L. & N.
New Haven, Vt., Rut. & Bur.
New Holland, O., Cin. & Zanesv.
Newington, Conn., Hart., Prov. & Fishkill
Newkirk's, N. J., West Jer. Line
New Lexington, O., Cin. & Zanes.
New London, Conn., N. Haven, N. Lond. & Stoningt.; N. Lond. North., and Norwich & Wor.
New London, Ia., Bur. & Mo. R.
New London, O., Clev., Col. & C.
New Madison, Ind., Col. & Ind.
Newmarket, C. W., Nor. of Can.
Newmarket, N.H., Bost. & Maine
New Market, N. J., Cent. of N.J.
New Market, O., Pitts., Col. & Cin.
New Market, Tenn., E. Tenn. & Virginia
Newmarket Junc., N. H., Conc. & Portsmouth
New Milford, Conn., Housatonic
New Milford, Pa., Del., Lack. & Western
Newnan, Ga., Atlanta & West P.
New Orleans, La., N. Orl., Opelousas, & Gt. West., and N. O., Jackson & Gt. Northern
New Paris, O., Col. & Indianap.
New Philadelphia, O., Tuscar.
New Point, Ind., Ind. & Cin.
Newport, Del., Phil., Wil. & Bal.
Newport, Me., Maine Central
Newport, Mo., Pacific
Newport, Pa., Penn. Central
Newport, Pa., N. Castle & Beav. Valley
Newport, R. I., Old Colony
Newport, Vt., Ct. & Pass. Rivers
New Portage, O., Atl. & Gt. W.
New Rochelle, N. Y., N. Y. & N. Haven
New Salisbury, O., Clev. & Pitts.
New Scotland, N. Y., Alb. & Sus.
New's Ferry, Va., Rich. & Danv.
Newsom's, Tenn., Nash. & N. W.
Newsom's, Va., Seaford & Roan.
Newton, Miss., Southern Miss.
Newton, N. C., Western N. Car.
Newton, N. H., Boston & Maine
Newton Centre, Mass., N. Y. & Boston Air Line
Newton Corner, Mass., Boston & Worcester
Newton Hamilton, Pa., Penn. C.
Newton's, Pa., Westches. & Phil.
Newtonville, C.W., Grand Trunk
Newtonville, Mass., Bost. & Wor.
Newtown, Ind., Indianap. & Cin.
Newtown, Mass., Housatonic
Newtown, N. J., Camden & Am.
Newville, Cumberland Valley
New York, N. Y.; Erie; Hudson Riv.; N. Y. & Har.; N. Y. & N. Haven; Central of N. J.; Cam. & Amb.; N. Jer.; Long Island; Morris & Essex; Raritan & Del. Bay; Hackensack & N. Y.; Northern N. J.
Niagara, C. W., Erie & Ontario
Niagara Falls, N. Y., Gt. West., (Can.), and N. Y. Cent.
Niantic, Ill., Gt. West. (Illinois)
Nicholasville, Ky., Ken. Central
Nichols', S. C., Wilm. & Man.
Nicholson, Pa., Del., Lack. & Western
Nicholsonville, Ind., T. Haute & Richmond
Niles, Mich., Michigan Central
Niles, O., Atlantic & Gt. West.
Nilwood, Ill., Chic., Alt. & St. L.
Ninety-Six, S. C., Greenv. & Col.
Nineveh, Pa., Penn. Central
Nipmuc, R. I., Hartf., Prov. & F.
Noble, Ill., Ohio & Mississippi
Noblesville, Ind., Ind., P. & Chic.
Noel's, Va., Virginia Central
Nokomis, Ill., St. Louis., Alt. & Terre Haute
Nolin, Ky., Louisv. & Nashville
Nora, Ill., Illinois Central
Norfolk, Va., Norfolk & Petersb.
Normandy, Tenn., Nash. & Chat.
Norristown, Pa., Phil. & Read.
North Abington, Mass., Plym. & South Braintree
North Adams, Vt., Troy & Bost.
Northampton, Mass., Conn. Riv.
North Andover, Mass., Boston & Maine
North Ashburnham, Mass., Ches.
North Belgrade, Me., Maine Cen.
North Bend, O., Ohio & Miss.
North Bennington, Vt., Troy & Boston
North Benson, Ky., Lou. & Fran.
North Berwick, Me., Port., Saco, & Portsmouth
North Beverly, Mass., Eastern
North Billerica, Mass., Boston & Lowell

Northboro', Mass., Bost. & Wor. Railway
North Boscawen, N. H., North. New Hampshire
North Branch, N. J., Central of New Jersey
Northbridge, Mass., Prov. & W.
North Bridgewater, Mass., Old Colony
North Charleston, N. H., Ver. & Canada
North Chelmsford, Mass., Boston & Lowell
North Chelsea, Mass., Eastern
North Concord, N. H., Boston, Concord & Montreal
North Corner, Mass., Bost. & W.
North Danvers, Mass., Essex & Newburyport
North Dorset, Vt., Troy & Bost.
Northeast, Md., Phil., Wilm. & Balt.
North East, N. C., Wil. & Wel.
Northeast, Pa., Buffalo & Erie
North Evans, N. Y., Buff. & Erie
North Ferrisburg, Vt., Rut. & Burlington
Northfield, Mass., Ver. & Mass.
Northfield, N. H., Bost., Concord & Montreal
Northfield, Vt., Ver. & Canada
Northfield Farms, Mass., Ver. & Mass.
North Garden, Va., Orange & Al.
North Hampton, N. H., Eastern
North Hartland, Vt., Ver. & Can.
North Haven, Conn., N. Haven, Hartford & Springfield
North Haverhill, N. H., Boston, Concord & Montreal
North Hoosick, Vt., Troy & Bost.
North Islip, L. I., Long Island
North Jay, Me., Androscoggin
North Lawrence, Mass., Lowell & Lawrence
North Leeds, Me., Androscoggin
North Lisbon, N. H., Bost., Con. & Montreal
North Madison, Ind., Indianap. & Madison
North Mountain, Va., Balt. & O.
North Oxford, Conn., Norwich & Worcester
North Point, Pa., Phil. & Erie
North Pownal, Vt., Troy & Bost.
North Prairie, Wis., Mil. & P. du Chien
North Reading, Mass., Salem & Lowell
North Sandwich, Mass., Cape C.
North Side, Va Rich. & Danv.
North Stratford, N. H., Grand T.
North Thetford, Vt., Connecticut & Passumpsic
Northumberland, N.H., Grand T.
Northumberland, Pa., Phila. & Erie, and Lack. & Blooms.
North Vernon, Ind., O. & Miss., and Indianap. & Madison
North Wales, Pa., North Penn.
North Weare, N. H., Manchester & North Weare
North Webster, Conn., Norwich & Worcester
North Weymouth, Mass., South Shore
North Woburn, Mass., Boston & Lowell
North Wrentham, Mass., Norfolk County
Norwalk, Conn., Danb. & Norw.
Norwalk, Conn., N. Y. & N. Hav.
Norwalk, O., Cleveland & Toledo
Norwich, Conn., New Lond. Nor.
Norwich, Conn., Nor. & Wor.
Norwich, O., Central Ohio
Norwich and Hanover, Vt., Connecticut & Passumpsic Rivers
Notasulga, Ala., Mont. & West P.
Nottoway C. H., Va., Petersb. & Lynchburg
Nunda, Ill., Fox Riv. Val. Line
Nunda, N. Y., North West. Div. of Erie
Nunica, Mich., Detroit & Milw.
Oak Centre, Wis., Chic. & N. W.
Oak Creek, Wis., Chic. & Milw.
Oak Dale, Mass., Wor. & Nashua
Oakfield, Wis., Chic. & N. West.
Oak Grove, La., New Orl., Opel. & Gt. Western
Oak Hill, Ill., Galesburg, Peoria & Lewiston
Oak Hill, Mass., New York & Boston Air Line
Oak Hill, Me., Portl. & Kennebec
Oakland, Ind., Bellefontaine Line
Oakland, Ky., Louisv. & Nashv.
Oakland, Md., Baltimore & Ohio
Oakland, Miss., Miss. & Tenn.
Oakland, N. J., West Jersey Line
Oakland, Pa., Del., Lack. & West.
Oakland, Pa., Pennsylvania Cen.
Oakley, Ill., Gt. Western
Oaks Corners, N. Y., N. Y. Cent.
Oak Station, Ind., Evansville & Crawfordsville
Oakville, C. W., Toronto Br. of Gt. Western
Oakville, Pa., Cumberland Val.
O'Bannon's, Ky., Louis. & Frankf.
Oberlin, O., Clevel. & Toledo
Oceanport, N. J., Rar. & Del. B.
Oconee, Ga., Central Georgia
Oconee, Ill., Illinois Central
Oconomowoc, Wis., Milwaukee & St. Paul
Ocoya, Ill., Chic., Alt. & St. Louis
Odell, Ill., Chic., Alt. & St. Louis
Odin, Ill., Illinois Central, and Ohio & Mississippi
O'Fallon, Ill., Ohio & Miss.
O'Fallon, Mo., North Missouri
Ogden, Ind., Col. & Indianapolis
Ogdensburg, N. Y., N. Ogdensb., and Rome, Watert. & Ogd.
Ogeechee, Ga., Central Georgia
Ogle, Ill., Chic. & N. Western
Oglethorpe, Ga., S. W. Georgia
Ogleton, Ohio, Cin. & Ind'p. Jct.
Oil Mills, N. H., Manchester & North Weare
Okaw, Ill., Illinois Central
Okolona, Miss., Mobile & Ohio
Old Colony House, Mass., S. Sh'e
Old Town, Me., Bangor, O. Town & Milford
Old York Road, Pa., N. Pennsylv.
Olean, N. Y., Erie
Oliver, Ga., Central Georgia
Olmstead, Ky., Louisv. & Nashv.
Olmsted, O., Clevel., Col. & Cin.
Olney, Ill., Ohio & Mississippi
Olustee, Fla., Flor., Atl. & Gulf C.
Onarga, Ill., Illinois Central
Oneco, Conn., Hartford, Prov. & Fishkill
Oneida, Ill., Chic., Burl. & Quin.
Oneida, N. Y., New York Cent.
Oneida, O., Carrolton & Oneida
Onondaga, C. W., Buff. & L. Hur.
Onowa, Iowa, Chic. & Rock Isl.
Ontario, Can. W., Gt. Western
Ontario, O., Atl. & Gt. Western
Ooltawah, Tenn., Chat. & Knox.
Opelika, Ala., Montg. & W. Pt.
Oquawka Junc., Ill., Chicago, Burl. & Quincy
Orange, Mass., Verm. & Mass.
Orange, N. J., Morris & Essex
Orange, O., Clevel., Col. & Cin.
Orange, Wis., Milw. & St. Paul
Orangeburg, S. C., South Carol.
Orange, C. H., Va., Or. & Alex.
Orangeville, Pa., Atl. & Gt. West.
Oregon, Wis., Bel. & Madison Br. of Chic. & N. Western
Orford, Wis., South. Wisconsin
Oriskany, N. Y., New York Cen.
Orleans, Ill., Gt. West. Illinois
Orleans, Ind., Louisv., N. Alb. & Chicago
Ormsby's, Ky., Louisv. & Frankf.
Orrville, Ohio, Pitts., Ft. Wayne & Chicago
Orwigsburg, Pa., Phil. & Read.
Osage, Mo., Pacific
Osborn, Mo., Hannib. & St. Jos.
Osborn, Ohio, Sand., Dayt. & Cin.
Osgoode, Can. W., Otta. & Presc.
Osgoode, Ind., Ohio & Mississippi
Oshawa, Can. W., Grand Trunk
Oshkosh, Wis., Chic. & N. West.
Oskaloosa, Iowa, Des Moines Val.
Osseo, Mich., Michigan Southern
Ostemo, Mich., Michigan Central
Ostrander, O., Springfield Br. of Cleveland & Columbus
Oswego, Ill., Chic., Burl. & Quin.
Osyka, Miss., N. O., Jack. & Miss.
Otisville, N. Y., Erie
Ottawa, Can. W., Otta. & Presc.
Ottawa, Ill., Chic. & Rock Island
Ottawa, Ohio, Dayt. & Michigan
Otter Creek, Ind., Ev. & Crawf.
Otter Creek, Mich., Det., Monroe & Toledo
Otterville, Mo., Pacific
Ottumwa, Ia., Burl. & Mo. River
Overpeck's, O., Cin., Ham. & Day.
Ovid, Mich., Detroit & Milw.
Owego, N. Y., Erie
Owens, Tenn., Nashv. & Decatur
Owosso, Mich., Gt. West. Canada
Oxford, Can. W., Otta. & Presc.
Oxford, Ia., Chic. & Rock Island
Oxford, Mass., Norw. & Worc.
Oxford, Me., Grand Trunk
Oxford, Miss., Mississippi Cent.
Oxford, N. Y., Erie
Oxford, Ohio, Cin. & Indianap.
Oxford, Ohio, Pittsb., Col. & Cin.
Oxford, Pa., Del., Lack. & West.
Oxford, Pa., Phil. & Balt. Cent.
Packard's, Mass., Pittsf. & N. Ad.
Pacolet, S. C., Spartanb. & Union
Paducah, Ky., N. Orl. & Ohio
Painsville, Ohio, Clevel. & Erie
Paint Branch, Md., Washing. Br.
Painted Post, N. Y., Erie
Palatine, Wis., Chic. & N. West.
Palatine Bridge, N. Y., N. Y. Ct.
Palentine, N. J., West Jersey
Palestine, O., Pittsb., Ft. Wayne & Chicago
Palmer, Mass., Western Mass.
Palmetto, Ga., Atl. & West Pt.
Palmyra, Mich., Mich. Southern
Palmyra, Mo., Hann. & St. Jos.
Palmyra, N. J., Camden & Amb.
Palmyra, N. Y., New York Cent.
Palmyra, Pa., Phil. & Reading
Palmyra, Tenn., Louisv., Nashv. & Clarksville Line
Palmyra, Wis., Milw. & Prairie du Chien
Paloma, Ill., Chic., Burl. & Quin.
Pamplin's, Va., Petersb. & Lynch.
Pana, Ill., Illinois Central
Panama, Atl. & Gt. Western
Panola, Ill., Illinois Central
Panola, Miss., Miss. & Tenn.
Paoli, Pa., Pennsylv. Central
Paoli Road, Pa., Chester Valley
Paris, Can. W., Gt. Western, and Buffalo and Lake Huron
Paris, Ill., St. Louis, Alton & T. Haute
Paris, Ky., Kentucky Central
Paris, S. C., Spartanb. & Union
Paris, Tenn., Louisv., Nashv. & Clarksville Line
Parker's, N. H., Man. & N. Weare
Parkersburg, Va., Balt. & Ohio
Parkesburg, Pa., Pennsylv. Cent.
Parkton, Md., Northern Central
Parma, Mich., Michigan Central
Parnassus, Pa., Alleghany Val.
Passaic, N. J., Erie
Passaic Bridge, N. J., Erie
Passumpsic, Vt., Conn. & Pass. R.
Pataskala, O., Central Ohio
Paterson, N. J., Erie
Paterson, N. Y., N. Y. & Harlem
Patoka, Ill., Illinois Central
Patoka, Ind., Evansv. & Crawf.
Patterson, Ga., Sav., Alb. & Gulf
Patterson, O., Sand., Day. & Cin.
Patterson, Pa., Schuylkill Valley
Patterson's Creek, Va., Baltimore & Ohio
Pattonia, Pa., Philad. & Erie
Paulding, N. J., West Jersey L.
Pawlet, Vt., Rutland & Washing.
Pawling's, N. Y., N. Y. & Harlem
Pawtucket, R. I., Bost. & Prov.
Paxton, Ill., Illinois Central
Payne's, Ky., Louisv. & Frankf.
Peake's, Va., Virginia Central
Pearce's, Ky., N. Orleans & Ohio
Pecatonica, Ill., Galena Div. of Chicago & North Western
Pecksburg, Ind., Terre Haute & Richmond
Peekskill, N. Y., Hudson River
Peevly, Mo., St. Louis & I. Mt.
Pegram's, Tenn., Nashville & N. Western
Pekin, Ill., Illinois River
Pekin, Ind., Louisv., N. Albany & Chicago
Pekin, N. Y., New York Central
Pelahatchie, Miss., S. Mississippi
Pemberton, Ohio, Bellefon. Line
Pendleton, Ind., Bellefontaine L.
Pendleton, Mo., North Missouri
Penllyn, Pa., North Pennsylv.
Penn Haven, Pa., Catawissa
Penningtonville, Pa., Penn. Cen.
Pennsboro, Va., N. W. Virginia
Penn Station, Pa., Penns. Central
Penn Yan, N. Y., Erie
Penny Bridge, L. I., Flushing & Long Island
Peoria, Ill., Chicago & Rock Isl.
Peosta, Ia., Dub. & Sioux City
Peotone, Ill., Illinois Central
Pepperell, Mass., Wor. & Nashua
Pera, Ill., Illinois Central
Perrin's, O., Springf. Br. of Clev., Columbus & Cincinnati
Perruque, Mo., North Missouri
Perry, O., Cleveland & Erie
Perrymansville, Md., Phil., Wil. & Baltimore
Perrysburgh, N. Y., Erie
Perrysburgh, O., Dayt. & Mich.
Perrysville, Pa., Pennsylv. Cent.
Perryville, Md., Phil., Wilm. & Baltimore
Perryville, O., Pittsb., Ft. Wayne & Chicago
Peru, Ill., Chic. & Rock Island
Peru, Ind., Toledo & Wabash
Pesotum, Ill., Illinois Central
Peterboro, Can. W., Cob. & Pet.

Petersburgh, Can. W., Grand Tr. Railway
Petersburgh, Mich., Mon. Br. of Michigan Southern
Petersburgh, N. Y., Troy & Bost.
Petersburgh, Pa., Pennsylv. Cen.
Petersburgh, Va., Petersburgh & Lynchburgh
Peterson's, O., Dayton & Mich.
Petroleum, Va., N. W. Virginia
Pettisville, O., Michigan South.
Pewamo, Mich., Det. & Milw.
Pewaukee, Wis., Mil. & St. Paul
Phelps, Ind., Toledo & Wabash
Phelps, N. Y., New York Central
Philadelphia, Ind., Columbus & Indianapolis
Philadelphia, N. Y., Rome, Watertown & Ogdensburg
Philadelphia, Pa., Camd. & Amboy; Camd. & Atlan.; Pennsylvania Central; Philadelphia & Reading; Phila., Wilmington & Baltimore; Raritan & Delaware Bay; West Jersey, and Belvidere Delaware
Philadelphia, Tenn., Chattan. & Knoxville
Philadelphia Road, O., Pittsb., Columbus & Cincinnati
Phillipsburg, N. J., Belv. Del., and Central N. J.
Phillipsville, N. Y., Erie
Philmont, N. Y., N. Y. & Har.
Phœnixville, Pa., Phil. & Read.
Picken's, Miss., Miss. Central
Pickering, N. H., Dov. & Winn.
Piedmont, Md., Baltim. & Ohio
Piedmont, Va., Manassas Gap
Pierceville, Ind., Ohio & Miss.
Piermont, N. Y., Northern N. J.
Piermont, Vt., Conn. & Pass. R.
Pierrepont Manor, N. Y., Rome, Watertown & Ogdensburg
Pierson's, Ala., Mobile & Girard
Pikeville, N. C., Wilm. & Weld.
Pilot Knob, Mo., St. Louis & Iron Mountain
Pilot Knob, Tenn., Louisv. & Nashville
Pine Grove, Ohio, Iron
Pine Grove, Pa., Schuyl. & Susq.
Pine Lake, Wis., Mil. & St. Paul
Pine Run, Mich., Flint & P. Mar.
Pine Station, Ind., Mich. Central
Pine Valley, N. Y., Erie
Pinckney, S. C., Spart. & Union
Piqua, O., Dayton & Mich., and Columbus & Indianapolis
Pishon Ferry, Me., Portl. & Kenn.
Pittsburg, Pa., Alleghany Val., and Cleveland & Pittsburg
Pittsburg, Pa., Pittsb. & Conn.
Pittsburg, Pa., Pittsb., Ft. W. & Chicago
Pittsburg, Pa., Pittsb., Columbus & Cin., and Clevel. & Pittsb.
Pittsfield, Mass., Housatonic, and Pittsfield & N. Adams
Pittsfield, Me., Maine Central
Pittsfield, Pa., Phil. & Erie
Pittsford, N. Y., New York Cent.
Pittston, Pa., Lack. & Bloomsb.
Pittstown, N. J., West Jersey
Pittstown, N. Y., Troy & Boston
Place's, N. H., Dover & Winnip.
Plainfield, Conn., Hartf., Provid. & Fishkill
Plainfield, Ind., Terre Haute & Richmond
Plainfield, N. J., Central N. J.
Plainfield Junc., Conn., Nor. & Worcester
Plains, Va., Manassas Gap
Plainview, Ill., Chicago, Alton & St. Louis
Plainville, Conn., Canal
Plainville, O., Little Miami
Plaistow, N. H., Boston & Maine
Plank Road, Ill., Chic. & N. W.
Plank Road, O., Atl. & Gt. West.
Plano, Ill., Chic., Burl & Quincy
Plantersville, Ala., Alabama & Tennessee Rivers
Plantsville, Conn., Canal
Plattsburg, O., Springf. & Col.
Plattsville, Can. W., Grand Tr.
Pleasant Grove, Va., Huntingd. & Broad Top
Pleasant Grove, Tenn., Nashville & Decatur
Pleasant Hill, N. C., Petersburg
Pleasant Plains, S. I., Staten Isl.
Pleasant Valley, O., Cent. Ohio
Pleasant Valley, O., Columbus & Indianapolis
Pleasantville, N. Y., New York & Harlem
Pleasureville, Ky., Louisville & Frankfort
Plott's T. O., N. C., West. N. Car.
Plymouth, Conn., Naugatuck
Plymouth, Ill., Chic., Burl. & Q.
Plymouth, Ind., Cin., Per. & Chic.
Plymouth, Ind., Clevel., Col. & Cin., and Pittsb., Ft. W. & Chic.
Plymouth, Mass., Pl. & S. Brain.
Plymouth, N. H., Bos., Con. & M.
Plymouth, O., Sand., Mansfield & Newark
Plymouth, Wis., Bel. & Mad. Br.
Plympton, Mass., Plym. & S. Br.
Pocahontas, Miss., Mem. & Charl.
Pocotaligo, S. C., Char. & Savan.
Pointe Claire, Can. W., Grand Tr.
Point Levi, Can. E., Grand Tr.
Point Pleasant, Pa., Belv. Del.
Point of Rocks, Md., Balt. & Ohio
Point St. Charles, Grand Trunk
Point Waynesburgh, O., Tuscarawas Extension
Pokagon, Mich., Michigan Cent.
Poland, N. Y., Atl. & Gt. West.
Polifly, N. J., Hackens. & N. Y.
Polk, O., Atl. & Gt. Western
Polo, Ill., Illinois Central
Pomaria, S. C., Greenv. & Col.
Pompanoosuc, Vt., Conn. & Passumpsic Rivers
Ponchatoula, La., N. O. & Jacks.
Pond Creek, Ill., Chic. & Rock Isl.
Pontiac, Ill., Chic., Alt. & St. L.
Pontiac, Mich., Detroit & Milw.
Pontiac, O., Dayton & Michigan
Pontiac, O., San., Mans. & New.
Pooler, Ga., Central Georgia
Pope's, Miss., Miss. & Tenn.
Poplar Grove, Ill., Keno. & Rock.
Poplar Grove, Ind., Ind'p. & Cin.
Poquonnocks, Conn., Stonington & Providence
Portage, N. Y., Erie
Portage, Pa., Pennsylv. Central
Portage City, Wis., Milwaukee & St. Paul
Port Byron, N. Y., N. York Cen.
Port Carbon, Pa., Schuylkill Val.
Port Chester, N. Y., New York & New Haven
Port Clinton, Pa., Phil. & Read., and Little Schuylkill
Port Colborne, Can. W., Buffalo & Lake Huron
Port Credit, Can. W., Toronto Br. of Great Western
Port Dalhousie, Can. W., Well'd
Porter, Ind., Michigan Central
Porter's, Mass., Fitchburg
Port Hope, Can. W., Grand Tr.
Port Huron, Can. W., Grand Tr.
Port Jervis, N. Y., Erie
Port Kennedy, Pa., Phil. & Read.
Portland, Me., Boston & Maine; East. Mass.; Grand Trunk; Maine Cent.; Portl. & Kenn.; Portl., Saco & Portsm.; and York & Cumberland
Portland, N. Y., Buffalo & Erie
Portland, O., Clevel. & Pittsb.
Portland, O., Portsmouth Br.
Port Monmouth, N. J., Raritan & Delaware Bay
Port Morris, N. J., Morris & Ess.
Port Perry, Pa., Pittsb. & Conn.
Port Robinson, Can. W., Well'd
Port Royal, Pa., Pittsb. & Conn.
Portsmouth, N. H., Eastern, and Portl., Saco & Portsmouth
Portsmouth, O., Portsmouth Br.
Portsmouth, Va., Seab. & Roan.
Port Stanley, Can. W., London & Port Stanley
Port Union, Can. W., Grand Tr.
Port Walthall, Va., Richmond, Fredericksburg & Potomac
Port Washington, O., Pittsburg, Columbus & Cincinnati
Port Whitby, Can. W., Grand Tr.
Poston, Ind., Ohio & Mississippi
Post Town, O., Cin., Ham. & Day.
Potosi, Mo., St. Louis & Iron Mt.
Potsdam Junc., N. Y., N. Ogdens.
Potter Place, N. H., Nor. N. H.
Pottstown, Pa., Phil. & Reading
Pottsville, Pa., Schuylkill Valley
Poughkeepsie, N. Y., Hudson R.
Poultney, Vt., Rutland & Wash.
Powell's, Ga., Atlanta & W. P't
Powhatan, Va., Richm. & Danv.
Powhite, Va., Richm'd & Danv.
Pownal, Vt., Troy & Boston
Prairie, Miss., Mobile & Ohio
Prairie City, Ill., Chic., Bur. & Q.
Prairie du Chien, Wis., Milw. & Prairie du Chien
Prallsville, N. J., Belv. Del.
Pratt's, Conn., Hartf., Provid. & Fishkill
Pratt's, Mass., Fitchb. & Worc.
Preble, N. Y., Syr., Bing. & N. Y.
Prescott, Can. W., Grand Trunk
Prescott, Ind., Indianap. & Cin.
Prescott Junc., Can. W., Ottawa & Prescott
Price's, Va., Richmond & Danv.
Price's Woods, Del., Phil., Wilm. & Baltimore
Prince's Bay, S. I., Staten Island
Princeton, Can. W., Gt. Western
Princeton, Ill., Chic., Bur. & Qu.
Princeton, Ind., Evansv. & Craw.
Princeton, N. J., Cam. & Am. L.
Principio, Md., Phil., Wilm. & Baltimore
Proctor's Corner, Mass., Salem & Lowell
Proctorsville, La., Mexican Gulf
Proctorsville, Vt., Rutl. & Burl.
Prospect, N. Y., Utica & Bl. Riv.
Prospect, Tenn., Nashv. & Dec.
Prospect, Va., Petersb. & Lynch.
Prospect Plains, N. J., Camden & Amboy
Prosperity, Greenv. & Columbia
Providence, Ind., Louisville, New Albany & Chicago
Providence, Ky., Kentucky Cent.
Providence, Pa., Del. & Hudson
Providence, R. I., Bost. & Prov.; Hartf., Prov. & Fishk.; Prov. & Worc.; Provid., Warren & Bristol; and Ston'ton & Provid.
Pryor's, Ky., N. Orleans & Ohio
Pulaski, Ill., Illinois Central
Pulaski, Pa., Erie & Pittsburg
Pulaski, Tenn., Nashv. & Decatur
Pulver's, N. Y., Hudson & Boston
Purdy's, N. Y., N. Y. & Harlem
Purysburg Road, Charl. & Sav.
Putnam, Conn., Norw. & Worc.
Putnamville, Ind., Louisville, N. Albany & Chicago
Putney, Vt., Vermont Valley
Quakake, Pa., Catawissa
Quakake Junc., Pa., Leh. & Mah.
Quakertown, Pa., N. Pennsylv.
Quebec, Can. E., Grand Trunk
Quidnick, R. I., Hartford, Prov. & Fishkill
Quincy, Ill., Chic., Burl. & Quin.
Quincy, Ind., Chic. & Gt. Eastern
Quincy, Mass., Old Colony
Quincy, Mich., Michigan South.
Quincy, N. H., Boston, Concord & Montreal
Quincy, N. Y., Buffalo & Erie
Quincy, O., Bellefontaine Line
Quincy, Ind., Lou., N. Alb. & Ch.
Quitman, Miss., Mobile & Ohio
Race Course, Ky., Louis. & Frank.
Raceland, La., N. O., Opelousas & Gt. Western
Racine, Wis., Chic. & Milw., and Racine & Mississippi
Radebaugh's, Pa., Pennsylv. Cen.
Rahway, N. J., Camd. & Amboy
Raleigh, N. C., North Carolina, and Raleigh & Gaston
Ralston, Pa., Elmira & Williams.
Ramapo, N. Y., Erie
Ramos, La., N. Orl., Opelousas, & Gt. Western
Ramsay's, N. J., Erie
Ramsey, Ill., Illinois Central
Rancocas, N. J., Camd. & Am.
Randolph, Ala., Ala. & Tenn. R.
Randolph, Ky., Louisv. & Nash.
Randolph, Mass., Old Colony
Randolph, N. Y., Atl. & Gt. W.
Randolph, Vt., Vermont & Can.
Randolph, Wis., Milw. & St. P.
Rantoul, Ill., Illinois Central
Rantowle's, Ga., Charl. & Sav.
Rapidan, Va., Orange & Alexan.
Rappahannock, Va., Or. & Alex.
Raritan, N. J., Central N. J.
Rathboneville, N. Y., Erie
Ratho, Can. W., Grand Trunk
Rattling Run, Pa., Schuylkill & Susquehanna
Raush Gap, Pa., Schuylk. & Sus.
Ravenna, O., Atl. & Gt. Western, and Cleveland & Pittsburg
Raymond, Ia., Dub. & Sioux City
Raymond, N. H., Conc. & Ports.
Raymond's, N. H., Manchester & North Weare
Raysville, Ind., Col. & Indianap.
Raysville, O., Marietta & Cin.
Readfield, Me., Maine Central
Reading, Mass., Boston & Maine
Reading, Pa., E. Penn., Phil. & Reading, and Read. & Colum.
Readville, Mass., Bost. & Prov.
Reagan's, Tenn., Chatt. & Knoxv.
Reams, Va., Richm., Fred. & Pot.
Rectortown, Va., Manassas Gap
Red Bank, N. J., Rar. & Del. B.
Red Bluff, Miss., Mob. & Ohio
Redding, Conn., Danb. & Norw.
Red House, N. Y., Atl. & Gt. W.
Red River, Tenn., Nash. & Kent.
Reed's Corners, Wis., Milwaukee & St. Paul
Reed's Ferry, N. H., Conc., Manc & Lawrence

Reed's Mill, O., Pittsb., Columbus & Cincinnati Railway
Reelsville, Ind., Terre Haute & Richmond
Reeves, S. C., South Carolina
Relay, Md., Northern Central
Remington, Ind., Toledo, Logans. & Burlington
Remington, Pa., Pittsburg, Ft. Wayne & Chic.
Remsen, N. Y., Utica & Black R.
Renick, Mo., North Missouri
Renovo, Pa., Philad. & Erie
Rensselaer Falls, N. Y., Rome, Watertown & Ogdensburg
Resaca, Ga., Chattan. & Atlanta
Retreat, Ind., Jeffersonville
Reynolds, Ga., S. West. Georgia
Reynolds, Ind., Louisv., N. Alb. & Chic., and Tol., Log. & Burl.
Reynolds, Tenn., Nashv., Decat. & Stevenson
Rhinebeck, N. Y., Hudson River
Rice's, Va., Petersb. & Lynchb.
Rice's T. O., Va., Richm'd, Fred. & Potomac
Ricefield, N. J., Central N. J.
Riceville, Tenn., Chatt. & Knox.
Richardson's, Mass., Bost. & Low.
Richfield, Wis., Milw. & St. Paul
Richland, N. Y., Rome, Watertown & Ogdensburg
Richland, O., Sand., Day. & Cin.
Richland, Tenn., Louis. & Nash.
Richmond, Can. E., Grand Trunk
Richmond, Ill., Fox R. Val. Line
Richmond, Ind., Chicago & Gt. East.; Cin., Eaton & Richm.; and Columbus & Indianapolis
Richmond, Me., Portl. & Kenn.
Richmond, Mass., W. Massach.
Richmond, O., Dayton & West.
Richmond, S. I., Staten Island
Richmond, Va., Richm. & Danv.; Richm. & York Riv.; Richm., Fred. & Pot.; and Virg. Cent.
Richmond, Vt., Vermont & Can.
Richmond Hill, Can. W., N. Can.
Richmond Junc., Ind., Columbus & Indianapolis
Richmond Switch, R. I., Stoning. & Providence
Richmond Valley, S. I., Staten I.
Richmondville, N. Y., Albany & Susquehanna
Richton, Ill., Illinois Central
Richview, Ill., Illinois Central
Richville, N. Y., Rome, Watert. & Ogdensburg
Richwood, Can. W., Grand Tr.
Richwood, Wis., Milw. & St. P'l
Riddlesburg, Pa., Huntingdon & Broad Top
Rider's, Md., Northern Central
Ridgefield, Conn., Danb. & Nor.
Ridgefield, Ill., Chic. & N. West.
Ridge Top, Tenn., Nashville & Clarksv., and Nashv. & Kent'y
Ridgeville, S. C., South Carolina
Ridgeway, Can. W., Grand Tr.
Ridgeway, N. C., Ral. & Gaston
Ridgeway, O., Bellefontaine Line
Ridgeway, S. C., Charl. & S. C.
Ridgeway Junc., N. C., Roan. V.
Riegelsville, N. J., Belv. Del.
Rienzi, Miss., Mobile & Ohio
Ringgold, Ga., Chatt. & Atlanta
Ringgold, Pa., Little Schuylkill
Ringgold, Va., Richm'd & Danv.
Ringtown, Pa., Catawissa
Ringwood, Ill., Fox Riv. Valley
Rio Grande, N. J., W. Jersey L.
Ripley, Ind., Chic. & Gt. Eastern
Ripon, Wis., Milw. & St. Paul
Riverdale, N. Y., Hudson River
River Head, L. I., Long Island
River Point, R. I., Hartf., Prov. & Fishkill
River Side, Ill., Mineral Point
Roanoke, Ind., Toledo & Wabash
Roanoke, Va., Richm'd & Danv.
Robesonia, Pa., Philad. & Read.
Robinson, Ky., Kentucky Central
Robinson's Ferry, N. H., Conc., Manchester & Law.
Roby's, N. H., Conc. & Clarem.
Rochester, N. H., Dover & Winn.
Rochester, N. Y., N. Y. Central, and Buffalo Div. of Erie
Rochester, O., Clev., Col. & Cin.
Rochester, Pa., Clevel. & Pittsb., and Pittsb., Ft. W. & Chic.
Rockaway, N. J., Morris & Essex
Rock City, Ill., Racine & Miss.
Rockfield, Ind., Toledo & Wab.
Rockfish, Va., Orange & Alex.
Rockford, Ill., Gal. Div. of N. W.
Rockford, Ind., Jeffersonville
Rock Island, Ill., Chic. & Rock I., and Rock Isl. & Peoria
Rockland, Ill., Chic. & Milw.
Rock Run, O., Pittsb., Col. & Cin.
Rock Station, Mass., Cape Cod
Rock Stream, N. Y., N. Div. Erie
Rockton, Ill., Racine & Miss.
Rockville, Ind., Evansv. & Craw.
Rockville, Pa., Schuylk. & Susq.
Rockville Switch, Pa., Pennsylv. Central
Rocky Hill, Ky., Louisv. & Nash.
Rocky Mount, N. C., Wilmingt. & Weldon
Rocky Point, N. C., Wilmington & Weldon
Rogers Road, Me., Portl. & Ken.
Rogersville, O., Cin. & Indianap.
Rogersville Junc., Tenn., East Tennessee & Virginia
Rolla, Mo., S. W. Br. of Pacific
Rolling Prairie, Ind., Mich. S.
Rolling Prairie, Wis., Milwaukee & St. Paul
Rollinsford, N. H., Bost. & Maine
Rome, Ga., Rome (Georgia)
Rome, Ill., Chic. & Rock Island
Rome, Ind., Michigan Southern
Rome, N. Y., Rome, Watertown & Ogdensburg
Rootstown, O., Clevel. & Pittsb.
Roscoe, Ill., Beloit & Madison
Roseby's Rock, Va., Balt. & Ohio
Rosedale, Ind., Evansv. & Craw.
Rosedale, Ind., Chic. & Gt. East.
Rosehill, Ill., Chicago & Milw.
Rose Hill, N. C., Wilm. & Weld.
Roseville, N. J., New. & Bloomf.
Roseville, O., Cin. & Zanesville
Ross, Ind., Michigan Central
Ross, S. C., South Carolina
Rosston, Pa., Alleghany Valley
Rothville, Pa., Reading & Col.
Rough and Ready, Ala., Montg. & West Point
Rough and Ready, Ga., Macon & Western
Rough and Ready, Pa., Hunting. & Broad Top
Round Grove, Ill., Chic. & N. W.
Rouse's Point, Can. E., Montr. & Champl.; Northern (Ogdensb.); and Vermont & Canada
Rowe's Pump, S. C., South Car.
Rowlesburg, Va., Balt. & Ohio
Rowlett's, Ky., Louisv. & Nashv.
Rowley, Mass., Eastern
Roxburg, N. J., Belv. Del.
Roxburg, Mass., Boston & Prov.
Roxburg, Vt., Vermont & Can.
Royal Centre, Ind., Chicago & Gt. Eastern
Royal Oak, Mich., Det. & Milw.
Royalston, Mass., Verm. & Mass.
Royalton, Vt., Verm. & Canada
Royer's Bridge, Pa., Phil. & Read.
Rubicon, Wis., Milw. & St. Paul
Rumney, N. H., Boston, Concord & Montreal
Rupert, Pa., Catawissa
Rupert, Vt., Rutland & Wash.
Rush Lake, Wis., Mil. & St. Paul
Rush Run, O., Clevel. & Pittsb.
Rushsylvania, O., Bellefontaine
Rushville, Ind., Shelbyville, Lat. & Rushville
Rushville, Mo., Platte County
Russell, Mass., Western Mass.
Russelville, Ky., Louis. & Nash.
Russelville, Tenn., East Tenn. & Virginia
Rutherford, Tenn., Mob. & Ohio
Rutland, Vt., Rutland & Burl.; Rensel. & Sarat.; Rutland & Washingt.; and Troy & Bost.
Rutledge, Ga., Georgia
Rye, N. Y., N. York & N. Haven
Ryegate, Vt., Conn. & Pass. Riv.
Ryland, Ky., Kentucky Central
Sabattisville, Me., Androscoggin
Sabina, O., Cin. & Zanesville
Saccarappa, Me., York & Cumb.
Sackett's Harbor, N. Y., Sackett's Harbor & Ellisburg
Saco, Me., Portl., Saco & Portsm., and Great Falls & Conway
Saco River, Me., York & Cumb.
Sacramento, Cal.,
Sadorus, Ill., Great Western
Sægertown, Pa., Atl. & Gt. West.
Saidova, Ill., Illinois River
St. Albans, Vt., Verm. & Canada
St. Andrew's Depot, S. C., Charl. & Savannah
St. Anne's, C. E., Grand Trunk
St. Anthony's, Minn., connects by steamer with La Crosse & Milwaukee
St. Aubert, Mo., Pacific
St. Augustine, Ill., Chic., Burl. & Quincy
St. Brigide, Can. E., Stanstead, Shefford & Chambly
St. Catherine, Mo., Hannibal & St. Joseph
St. Catherine's, Can. W., Great Western, and Welland
St. Charles, La., N. O., Opelousas & Gt. Western
St. Charles, Minn., Winona & St. Peter
St. Charles, Mo., North Missouri
St. Clair, Mo., Pacific
St. George, Can. E., Stanstead, Shefford & Chambly
St. George's, Del., Peninsular L.
St. Hilaire, Can. E., Grand Tr.
St. Hyacinthe, Can. E., Grand T.
St. James, Mo., Pacific
St. John, N. B., Eur. & N. Amer.
St. John's, Can. E., Montreal & Champlain; Stanst., Sheff. & Chambly; and Ver. & Canada
St. John's, Mich., Det. & Milw.
St. Johnsbury, Vt., Connecticut & Passumpsic Riv.
St. Johnsville, N. Y., N. York C.
St. Joseph, Mo., Hann. & St. Jos.
St. Lambert, Can. E., Grand Tr.
St. Louis, Mo., N. Mo.; Pacific; St. Louis & Iron Mt.; St. Louis, Alton & T. Haute; St. Louis, Alton & Chicago; and Ohio & Mississippi
St. Mark's, Fla., Tallahassee
St. Mary's, Can. W., Grand Tr.
St. Mary's, Ky., Louisv. & Nash.
St. Mary's, Pa., Phil. & Erie
St. Nicholas, Pa., Mah. & Broad Mountain
St. Paris, O., Col. & Indianapolis
St. Paul, Ind., Indianap. & Cin.
St. Paul, Mo., Pacific
St. Rose, Ky., Lebanon Branch
St. Stephen's, S. C., North East.
St. Thomas, Can. W., London & Port Stanley
Salamanca, N. Y., Erie, and Atl. & Gt. Western
Salem, Ala., Montg. & W. Point
Salem, N. H., Con., Man. & Lawr.
Salem, Ill., Ohio & Mississippi
Salem, Ind., Louis., N. Alb. & Ch.
Salem, Mass., Eastern
Salem, N. J., West Jersey Line
Salem, N. Y., Rutland & Wash.
Salem, O., Pittsb., Ft. W. & Chic.
Salem, Va., North West. Virginia
Salem, Va., Manassas Gap
Salem, Va., Virginia & Tenn.
Salem, Wis., Milw. & St. Paul
Salesville, O., Central Ohio
Salineville, O., Clevel. & Pittsb.
Salisbury, Md., Peninsular Line
Salisbury, Mass., Eastern
Salisbury, N. B., Eur. & N. Am.
Salisbury, N. C., North Carolina
Salisbury, N. Y., Erie
Salisbury, Vt., Rutland & Burl.
Salkehatchie, S. C., Charl. & Sav.
Salmon Falls, N. H., Bost. & Me.
Salter's, S. C., North Eastern
Saltillo, Ind., Louisville, N. Alb. & Chicago
Saltillo, Miss., Mobile & Ohio
Saltsburg, Pa., Pittsb. & Connell.
Sanbornton, N. H., Boston, Conc. & Montreal
Sanderson, Fla., Florida, Atlantic & Gulf Central
Sandford's, Ill., St. Louis, Alton & Terre Haute
Sandford's, Conn., Danb. & Nor.
Sanford's Corner, N. Y., Rome, Watertown & Ogdensburg
Sandoval, Ill., Ohio & Miss., and Illinois Central
Sand Spring, Ia., Dub. & S. W.
Sandusky, Ia., Keokuk, Mt. Pleas. & Muscatine
Sandusky, O., Sand., Dayton & Cin., and Sand., Mans. & New.
Sandwich, Ill., Chic., Burl. & Q.
Sandwich, Mass., Cape Cod
Sandy Creek, N. Y., Rome, Wat. & Ogdensburg
Sandy Creek, Pa., Allegh. Valley
Sangamo, Ill., Great Western
Sangamon, Ill., Chicago, Alton & St. Louis
San Pierre, Ind., Louisv., N. Alb. & Chicago
Saranac, Mich., Detroit & Milw.
Saratoga, N. Y., Rensselaer & Saratoga Line
Sardis, Miss., Miss. & Tenn.
Sarnia, Can. W., Grand Trunk
Saugus Centre, Mass., Saugus Br. of Eastern
Saulsbury, Tenn., Mem. & Charl.
Saundersville, Tenn., Louisv. & Nashville
Savage's, Va., Richm. & York R.
Savanna, Ill., Racine & Miss.
Savannah, Ga., Cent. Ga.; Sav., Alb. & Gulf; and Charl. & Sav.
Savannah, Mo., Platte Co., Mo.
Savannah, N. Y., New York Cen.

Savannah Riv., S. C., Char. & Sav. Railway
Savona, N. Y., Erie
Saybrook, Conn., N. Haven, New London & Stonington
Saxonville, Mass., Bost. & Worc.
Saxton, Pa., Hunt. & Broad Top
Scales Mound, Ill., Illinois Cent.
Scarboro', Can. W., Grand Trunk
Scarboro', Ind., Chic. & Gt. East.
Scarborough, Ga., Cent. Georgia
Scarborough, Me., Portl., Saco & Portsmouth
Scarborough, N. Y., Hudson Riv.
Scarsdale, N. Y., N. Y. & Harlem
Schaghticoke, N. Y., Troy & Boston
Schatulga, Ga., Muscogee
Schenck's, O., Cin., Ham. & Day.
Schenectady, N. Y., N. Y. Cent.
Schenley, Pa., Alleghany Valley
Schleisingerville, Wis., Milw. & St. Paul
Schodack, N. Y., West. Mass., and Hudson River
Schoharie, N. Y., Alb. & Susq.
Schnevus, N. Y., Alb. & Susq.
Schuylkill Haven, Pa., Philad. & Reading
Schwartzburg, Wis., Milwaukee & St. Paul
Scio, N. Y., Erie
Sciotoville, O., Portsmouth Br. of Marietta & Cincinnati
Scipio, Ind., Indianapol. & Mad.
Scooba, Miss., Mobile & Ohio
Scotch Plains, N. J., Cent. N. J.
Scotland, Pa., Cumberland Vall.
Scott, Mo., Pacific
Scottsboro', Ala., Nash. & Dec. L.
Scottsburg, Va., Richm. & Danv.
Scott's Landing, O., Mar. & Cin.
Scottsville, N. Y., Erie
Scottville, Ind., Ohio & Miss.
Scoville, Mo., Cairo & Fulton
Scranton, Pa., Lackawanna & Bloomsb.; Del., Lackawanna & West.; and Delaw. & Hudson
Screven, Ga., Sav., Alb., & Gulf
Seaboard, N. C., Seab. & Roanoke
Seabrook, N. H., Eastern
Seafield, Ind., Toledo, Logansp. & Burlington
Seaford, Del., Peninsular Line
Seaforth, Can. W., Buffalo & Lake Huron
Seago, Ga., S. West. & Muscogee
Seale's Station, Ala., Mob. & Gir.
Searle's Corner, R. I., Hartf., Providence & Fishkill
Seaville, N. J., West Jersey Line
Sebastopol, Ga., Central Georgia
Secaucus, N. J., Hack'k. & N. Y.
Secor, Ill., Tol., Peoria & Wars.
Sedalia, Mo., Pacific
Selin's Grove, Pa., North. Central
Seller's, Pa., Reading & Colum.
Sellersburg, Ind., Jeffersonville
Sellersville, Pa., N. Pennsylv.
Selma, Ala., Ala. & Tenn. Riv.
Selma, O., Little Miami
Senatobia, Miss., Miss. & Tenn.
Seneca, Ill., Chicago & Rock Isl.
Seneca Falls, N. Y., N. Y. Cent.
Sennett, N. Y., N. Y. Central
Seven Mile, O., Cin., Eat. & Rich.
Seven Mile Brook, Me., Kenneb. & Portland
Seven Mile Ford, Va., Virginia & Tennessee
Sewickley, Pa., Pittsb., Ft. Wayne & Chicago
Seville, O., Atlantic & Gt. West.
Seymour, Conn., Naugatuck
Seymour, Ind., Jeffersonv., and Ohio & Mississippi
Shadwell, Va., Vir. Central, and Orange & Alexandria
Shaftsbury, Vt., Troy & Boston
Shaker Village, Mass., W. Mass.
Shakapee, Ind., Chic. & Gt. East.
Shakspeare, Can. W., Grand Tr.
Shamokin, Pa., Shamokin Valley & Pottsville
Shamong, N. J., Rar. & Del. Bay
Shamrock, Pa., East Pennsylv.
Shannon, Ill., Racine & Miss.
Shannonville, Can. W., Grand Tr.
Sharon, Mass., Boston & Prov.
Sharon, N. C., Wilm., Charl. & Rutherford
Sharon, Pa., Erie & Pittsburg
Sharon, Vt., Ver. & Can.
Sharon, Wis., Chic. & Northwest.
Sharon Station, N. Y., N. Y. & Harlem
Shark River, N. J., Rar. & Del. B.
Sharpsburg, Pa., Alleghany Vall.
Sharpsville, Ind., Indianap., Peru & Chicago
Sharpsville, Pa., Erie & Pittsb.
Shawhan, Ky., Kentucky Cent.
Shawsville, Va., Vir. & Tenn.
Shaw's Landing, Pa., Frankl. Br. of Atlantic & Gt. Western
Shebonier, Ill., Illinois Central
Sheboygan, Wis., Sheboygan & Fond-du-lac
Sheboygan Falls, Wis., Sheboygan & Fond-du-lac
Shediac, N. B., Eur. & N. Amer.
Sheffield, Ill., Chic. & Rock Isl.
Sheffield, Mass., Housatonic
Sheffield, Pa., Philad. & Erie
Shelbina, Mo., Hann. & St. Jos.
Shelburne, N. H., Grand Trunk
Shelburne, Vt., Rutl. & Burl.
Shelby, O., Clevel., Col. & Cin., and Sand., Mansf. & Newark
Shelby, Tenn., Louisv., Nashv. & Clarksville Line
Shelby Springs, Ala., Alabama & Tenn. River
Shelbyville, Ill., St. Louis, Alton & Terre Haute
Shelbyville, Ind., Ind'p. & Cin.
Sheldon, Ill., Tol., Peo. & Wars.
Shellmound, Ala., Nash. & Chat.
Shelton, S. C., Spartanb. & Union
Shepherdsville, Ky., Louisville & Nashville
Shepherdsville, N. C., Atlantic & North Carolina
Sherbrooke, Can. E., Grand Tr.
Sherman, Ill., Chic., Alton & St. Louis
Shiloh, O., Clevel., Col. & Cin.
Shipman, Ill., Chic., Alton & St. Louis
Shippensburg, Pa., Cumberl. Val.
Shiremanstown, Pa., Cumb. Val.
Shirk's Crossing, Can. W., Buff. & Lake Huron
Shirland, Ill., Racine & Miss.
Shirley, Ill., Chic., Alt. & St. L.
Shirley, Mass., Fitchburg
Shoals, Md., Ohio & Miss.
Shoe Heel, N. C., Wilmington, Charlotte & Rutherford
Shohola, N. Y., Erie
Shopiere, Wis., Chic. & N. W.
Shops, N. J., Camden & Amboy
Shop Switch, O., Pittsb., Colum. & Cincinnati
Shorter's, Ala., Montg. & W. P.
Shortsville, N. Y., N. Y. Central
Shreve, O., Pittsb., Ft. W. & Chic.
Shrewsbury, N. J., Rar. & Del. B.
Shubenacadie, N. S., Nova Scotia
Shubuta, Miss., Mobile & Ohio
Shuqualak, Miss., Mobile & Ohio
Shushan, N. Y., Rutl. & Wash.
Side Track, Ind., Laf. & Ind'p.
Sidney, Ill., Great Western
Sidney, O., Bellef., and Dayton & Michigan
Silver Creek, Ind., Jeffersonville
Silver Creek, N. Y., Buff. & Erie
Silver Spring, Pa., Read. & Col.
Silver Street, S. C., Greenv. & Columbia
Simpson's, S. C., Charl. & S. C.
Simpson's, Va., N. West. Virginia
Simsbury, Conn., Canal
Simsville, S. C., Spart. & Union
Sinclair, Ill., St. Louis, Jacksonv. & Chicago
Sineath's, S. C., South Carolina
Sing Sing, N. Y., Hudson River
Sioux City, Ia., Dub. & Sioux C.
Sir John's Run, Va., Balt. & Ohio
Skaneateles, N. Y., New York C.
Skelley's, O., Pittsb., Col. & Cin.
Skowhegan, Me., Portl. & Ken.
Slate Cut, Ind., Jeffersonville
Slatington, Pa., Lehigh Valley
Sledgeville, Miss., Miss. & Tenn.
Sleepy Creek, Va., Balt. & Ohio
Sligo, O., Cin. & Zanesville
Slingerland's, N. Y., Alb. & Susq.
Sloan's, O., Clevel. & Pittsburg
Sloatsburg, N. Y., Erie
Sly Fork, Ind., Chic. & Gt. East.
Smart's, Ga., Macon & Western
Smeedsville, Tenn., Nashville & North Western
Smithboro', N. Y., Erie
Smithfield, Ind., Bellefontaine
Smithfield, Ky., Louisv. & Frank.
Smithfield, N. C., North Carol.
Smithfield, O., Pittsb., Ft. W. & Chicago
Smithfield Station, O., Pittsburg, Columbus & Cin.
Smith's, Ala., Montg. & W. Point
Smith's, Ky., Louisv. & Frankf.
Smith's, S. C., Charl. & S. Carol.
Smith's Basin, N. Y., Saratoga & Whitehall
Smith's Crossing, Ind., Indianap. & Cincinnati
Smith's Ferry, Mass., Conn. Riv.
Smith's Ferry, Pa., Clev. & Pitts.
Smith's Grove, Ky., Louisville & Nashville
Smith's Mills, N. Y., Erie
Smithton, Mo., Pacific
Smithton, Va., N. West. Virginia
Smithville, Ind., Louisv., N. Alb. & Chicago
Smithville, N. Y., Rome, Watert. & Ogdensburg
Smyrna, Del., Peninsular Line
Smyrna, Tenn., Nashv. & Chatt.
Snachwine, Ill., Chic. & Rock Isl.
Snyder's, O., Sand., Day. & Cin.
Social Circle, Ga., Georgia
Society Hill, S. C., Cher. & Darl.
Soda Works, Pa., Allegh. Valley
Solon, O., Clevel. Br. of Atl. & Gt. Western
Somanauk, Ill., Chic., Burl. & Q.
Somerset Mills, Me., Port. & Ken.
Somerset, Can. E., Grand Trunk
Somerville, Mass., Eastern
Somerville, N. J., Central N. J.
Somerville, O., Cin., Eat. & Rich.
Somerville, Tenn., Mem. & Char.
Sonora, Ky., Louisv. & Nashville
Sonora, O., Central Ohio
Sonora, O., Dayton & Western
Souder's, Pa., North Pennsylv.
South Abington, Mass., Plym. & S. Braintree
South Acton, Mass., Fitchburg
South Amboy, N. J., Camden & Amboy
Southampton, Mass., New Haven & Northampton
South Ashburnham, Mass., Chesh.
South Bend, Ind., Mich. South.
South Berwick, Me., Great Falls & Conway
South Berwick Junc., Me., Bost. & Maine
Southboro', Mass., Bost. & Wor.
South Braintree, Mass., Old Col.
South Center, Mass., Bost. & Wor.
South Charleston, O., L. Miami
South Charlestown, N. H., Verm. & Canada
South Coventry, Conn., N. Lond. Northern
South Danvers, Mass., Essex
South Dedham, Mass., Norf. Co.
South Deerfield, Mass., Conn. R.
South Dover, N. Y., N. Y. & Har.
Southfield's, N. Y., Erie
South Fitchburg, Mass., Fitchb. & Worcester
South Gardiner, Me., Portland & Kennebec
Southington, Conn., Canal
South Lancaster, Mass., Wor. & Nashua
South Lebanon, O., Little Miami
South Lee, Mass., Housatonic
South Livonia, N. Y., Erie
South Lyme, Conn., N. Haven, N. London & Stonington
South Malden, Mass., Eastern
South Merrimac, N. H., Boston & Lowell
South Middleboro', Mass., C. Cod
South Milton, N. H., Gt. Falls & Conway
South Newbury, Vt., Conn. & Passumpsic Rivers
South Newmarket, N. H., Boston & Maine
South Norwalk, Conn., Danbury & Norwalk
Southold, L. I., Long Island
South Orange, N. J., Morris & Essex
South Paris, Me., Grand Trunk
South Peterboro', Can. W., Port Hope, Lindsay & Beaverton
South Point, Mo., Pacific
Southport, Conn., N. Y. & N. H.
Southport, Ind., Jeffersonville
South Reading, Mass., Boston & Maine
South Reading Junc., Mass., Bost. & Maine
South River, N. J., Cam. & Am.
South Royalton, Vt., Vermont & Canada
South Shaftsbury, Vt., Troy & Boston
South Side, O., Indianap. & Cin.
South Tunnel, Tenn., Louisv. & Nashville
South Union, Ky., Louisville & Nashville
South Vernon, Vt., Conn. Riv.; Ashuelot; and Verm. & Mass.
South Wallingford, Vt., Troy & Boston
South Wareham, Mass., C. Cod
South Washington, N. C., Wilm. & Weldon
South West, N. C., Atl. & N. C.
South Weymouth, Mass., Plym. & S. Braintree
Southwick, Mass., Canal

South Windham, Conn., Hartf., Providence & Fishkill Railway
South Worcester, N. Y., Albany & Susquehanna
Spade's, Ind., Indianapolis & Cin.
Sparta, Wis., Milw. & St. Paul
Spartanburg, Pa., Oil Creek
Spartanburg, S. C., Spar. & Union
Spencer, Ill., Joliet Div. Mich. C.
Spencer, Mass., Western (Mass.)
Spencer, O., Central Ohio
Spencerport, N. Y., N. Y. Central
Spencerville, Can. W., Ottawa & Prescott
Sperryville, N. Y., Alb. & Susq.
Spiers, Ga., Central (Georgia)
Spotswood, N. J., Camd. & Amb.
Spout Spring, Va., Pet. & Lynch.
Spragueville, Pa., Del., Lack. & Western
Spraker's, N. Y., New York Cent.
Spring, Pa., Erie & Pittsburg
Spring Creek, Ill., Illinois Cent.
Spring Dale, Miss., Miss. Central
Springfield, Ill., Chic., Alton & St. Louis, and Gt. West. Ill.
Springfield, Mass., Conn. Riv.; N. Hav., Hartf. & Springf.; and West. Massachusetts
Springfield, O., San., Day. & Cin.; Springf. & Col.; and Springf. Br. of Clev., Col. & Cin.
Springfield, O., Michigan South.
Springfield, Pa., Clev. & Erie
Springfield, Tenn., Nash. & Ky.
Springfield, Va., Orange & Alex.
Springfield, Wis., Rac. & Miss.
Spring Garden, N. J., Camd. & Atlantic
Spring Green, Wis., Milw. & Prairie du Chien
Spring Grove, O., Cin., Ham. & Dayton
Spring Hill, Tenn., Nash. & Dec.
Springtown, N. J., Cent. N. J.
Spring Valley, O., Little Miami
Springwater, N. Y., Erie
Spruce Creek, Pa., Penn. Central
Spruce River, N. J., Cent. N. J.
Spuyten Duyvel, N. Y., Hudson River
Squankum, N. J., Rar. & Del. B.
Staatsburg, N. Y., Hudson River
Stafford, Conn., N. London Nor.
Stafford, N. Y., Buff. Div. of Erie
Stalling's, N. C., N. Carolina
Stamford, Conn., N. Y. & N. H.
Stanfold, Can. E., Grand Trunk
Stanhope, N. J., Morris & Essex
Stanton, Tenn., Louis. & Nashv.
Starkey, N. Y., Erie (North. Div.)
State Bridge, N. Y., Syr., Bingh. & New York
State Centre, Ia., Chic., Iowa & Nebraska
State Line, Ala. & Miss., Mobile & Ohio
State Line, Ala. & Tenn., Nashv. & Decatur
State Line, Ill., Ill. & Ind., Great West.; Logans., Peo. & Burl., Tol. & Wab.; and Tol., Logans. & Burlington
State Line, Ill. & Wis., Chicago & Milwaukee
State Line, Ky. & Tenn., Louisv. & Nashville
State Line, Mass. & N. Y., West. (Mass.)
State Line, Md. & Pa., Cumb. V.
State Line, Mich. & O., Detroit, Monroe & Toledo
State Line, N. Y. & Pa., Elmira & Williamsport
State Line, N. Y. & Vt., Sar. & Whitehall
Statesville, N. C., West. (N. C.)
Staunton, Del., Phil., Wilm. & Baltimore
Staunton, Ind., T. Haute & Rich.
Staunton, Mo., S. W. Br. of Pac.
Staunton, Va., Virginia Central
Steamboat, Pa., Pennsylv. Cent.
Steamburg, N. Y., Atlantic & Gt. Western
Stelvideo, O., Col. & Indianap.
Stemmer's Run, Md., Phil., Wil. & Baltimore
Stephenson's, Va., Win. & Potom.
Stepney, Conn., Housatonic
Sterling, Conn., Hartf., Prov. & Fishkill
Sterling, Ill., Chic. & N. Western
Sterling, Mass., Worc. & Nashua
Sterling Centre, Mass., Fitchb. & Worcester
Sterling Junc., Mass., Fitchb. & Worcester
Steuben, N. Y., Utica & Black R.
Steubenville, O., Pittsb., Colum. & Cin., and Clevel. & Pittsb.
Steubenville Junc., O., Pittsb., Columbus & Cincinnati
Stevenson, Ala., Nashv. & Chat.; Nashv. & Dec.; and Memphis & Charleston
Stewart's, Pa., Pennsylv. Central
Stewart's Grove, Ill., Chic., Alton & St. Louis
Stewartsville, Mo., Hannibal & St. Joseph
Still River, Mass., Wor. & Nash.
Stittsville, N. Y., Utica & Bl'k R.
Stockbridge, Mass., Housatonic
Stockport, N. Y., Erie
Stockport, N. Y., Hudson River
Stockton, Ga., Sav., Alb. & Gulf
Stockton, Minn., Winona & St. Peter
Stockwell, Ind., Lafay. & Ind'p.
Stock's Yards, Ill., Mich. Central
Stoke's, Ky., N. Orleans & Ohio
Stone Mountain, Ga., Georgia
Stonington, Conn., Ston. & Prov.
Stony Brook, Mass., Fitchburg
Stony Creek, Conn., N. Hav., N. London & Stonington
Stony Creek, Mich., Mich. South.
Stony Creek, Va., Richmond & Fredericksburg
Storr's, O., Ohio & Mississippi
Stott's, Can. E., Mont. & Cham.
Stoughton, Mass., Stoughton & Eastern Branch
Stoughton, Wis., Milwaukee & Prairie du Chien
Stout's, O., Cin. & Zanesville
Strasburg, O., Pittsb., Ft. Wayne & Chicago
Strasburg, Va., Manassas Gap
Stratford, Can. W., Grand Trunk
Stratford, Conn., N. Y. & N. H., and Naugatuck
Stratford Junc., Can. W., Buffalo & L. Huron
Stratham, N. H., Conc. & Ports.
Strawberry Plains, Tenn., East Tennessee & Virginia
Street Road, Pa., West. & Phil.
Strickland's Ferry, Me., Androsc.
Strother, S. C., Spartan. & Union
Stroudsburg, Pa., Delaw., Lack. & Western
Stryker, O., Michigan Southern
Sturgeon, Mo., North Missouri
Sturgis, Mich., Michigan South.
Stuyvesant, N. Y., Hudson River
Sublette, Ill., Illinois Central
Sucarnochee, Miss., Mob. & Ohio
Suffern, N. Y., Erie
Suffolk, Va., Norfolk & Petersb.
Sugar Creek, Mo., Platte County, (Missouri)
Sugar Grove, Pa., Atl. & Gt. W.
Sullivan, Ind., Evansv. & Crawf.
Sullivan, Mo., S. W. Br. of Pacific
Sullivan's Br., Tenn., Nashville & N. Western
Sulphur Springs, Ind., Chic. & Gt. Eastern
Sulphur Springs, Mo., St. Louis & Iron Mountain
Sulphur Springs, O., Springf. Br.
Summerfield, Ill., Ohio & Miss.
Summerhill, Pa., Pennsylv. Cent.
Summerville, S. C., S. Carolina
Summit, Ill., Chic., Alt. & St. L.
Summit, Ill., Galesb., Peo. & Lew.
Summit, Ind., T. Haute & Rich.
Summit, Ia., Des Moines Valley
Summit, Miss., N. Orl., Jackson & Gt. Northern
Summit, N. J., Morris & Essex
Summit, N. C., Raleigh & Weld.
Summit, N. Y., Alb. & Susqueh.
Summit, Pa., Catawissa
Summit, R. I., Hartford, Prov. & Fishkill
Summit, Vt., Rutl. & Burlington
Summit Hill, Pa., Mauch Chunk & Summit Hill
Summit Point, Va., Win. & Pot.
Summitville, O., Clev. & Pittsb.
Summitville, Tenn., Me., Minnv. & Manchester
Summit, W. Station, Va., Vir. C.
Sumner, Ill., Ohio & Mississippi
Sumner, Me., Portland & Oxford
Sumter, Ga., South West. (Ga.)
Sumterville, S. C., Wil. & Man.
Sunbury, Pa., North. Cent., and Philadelphia & Erie
Suncook, N. H., Conc. & Portsm.
Sunderland, Vt., Troy & Boston
Sunman, Ind., Indianap. & Cin.
Sunnidale, Can. W., N. of Canada
Sun Prairie, Wis., Milw. & St. P'l
Suspension, Ala., Mob. & Girard
Suspension Bridge, N. Y., N. Y. C.
Susquehanna, N. Y., Erie
Sussex, N. B., Europ. & N. Amer.
Suter's, Pa., Pittsb. & Connellsv.
Sutherland Falls, Vt., Rutland & Burlington
Sutherland's, Va., Petersburg & Lynchburg
Sutton, Mass., Provid. & Worc.
Sutton's, Pa., Atl. & Gt. Western
Sutton's Mills, Mass., Essex
Swain, N. J., West Jersey Line
Swainville, N. Y., Erie
Swampscot, Mass., Eastern
Swan Creek, Mich., Detroit, Mon. & Toledo
Swan's Crossing, Mass., Essex
Swanton, Md., Baltim. & Ohio
Swanton, Vt., Verm. & Canada
Swanville, Pa., Clevel. & Erie
Swanzey, N. H., Ashuelot
Sweet Water, Tenn., Chattanooga & Knoxville
Swoope's, Va., Virginia Central
Sykesville, Md., Baltim. & Ohio
Sylvania, Mich., Michigan South.
Syosset, L. I., Long Island
Syracuse, Mo., Pacific
Syracuse, N. Y., New York Cen.; Osw. & Syr.; and Syr., Bingh. & New York
Taberg, N. Y., Rome, Watertown & Ogdensburg
Tacony, Pa., Phil. & Trenton
Tait's, Tenn., Louisv. & Nashv.
Talbott, Ky., Kentucky Central
Talbott's, Ind., Jeffersonville
Talbott's, Tenn., E. Tenn. & Vir.
Taliaferro, Miss., Miss. & Tenn.
Talladega, Ala., Ala. & Tenn. R.
Tallmadge, O., Atl. & Gt. West.
Tamaqua, Pa., Catawissa, Little Schuyl., and Mahanoy & Broad Mountain
Tamaroa, Ill., Illinois Central
Tamola, Miss., Mobile & Ohio
Tampico, Ind., Chic. & Gt. East
Tangipahoa, La., N. Orl., Jackson & Gt. Northern
Tank, S. C., Spartansb. & Union
Tantalon, Tenn., Nashv. & Chat.
Tappan, N. Y., Northern of N. J.
Tarentum, Pa., Alleghany Val.
Tarrytown, N. Y., Hudson River
Taunton, Mass., New Bedford & Taunton
Tavistock, C. W., Grand Trunk
Taylor's, O., Central Ohio
Taylorsville, Ind., Ind. & Mad.
Taylorsville, Ind., Jeffersonville
Taylorsville, Va., Rich., Fred. & Potomac
Teachey, N. C., Wilm. & Weld.
Teagues, Miss., Miss. Central
Tebanville, Ga., Sav., Alb. & Gulf
Tecumseh, C. W., Gt. Western
Tecumseh, Mich., Jackson Br.
Temple, Pa., East Pennsylvania
Temple's, Va., Rich., Fred. & Pot.
Templeton, Mass., Ver. & Mass.
Tenafly, N. J., Northern of N. J.
Tenney, Ind., Chic. & Gt. East.
Tennille, Ga., Central Georgia
Terre Coupee, Ind., Mich. South.
Terre Haute, Ind., Ind., Terre Haute & Richm., and Evansv. & Crawsfordsv.
Terry, Wis., N. Orl., Jackson & Gt. Northern
Terryville, Conn., Hart., Prov. & Fishkill
Tewksbury, Mass., Sal. & Lowell
Tewksbury Junc., Mass., Salem & Lowell
Thaxton's, Va., Vir. & Tennessee
Thetford and Lyme, Vt., Connecticut & Passumpsic Rivers
Third Creek, N.C., Western N. C.
Thomas, Va., Vir. & Tennessee
Thomasville, N. C., North Car.
Thompson, Conn., Nor. & Wor.
Thompson, Ga., Georgia
Thompson, L. I., Long Island
Thompson, Tenn., Nash. & Dec.
Thompsontown, Pa., Penn. Cent.
Thompsonville, Conn., N. Hav., Hartford & Springfield
Thorndale, C. W., Grand Trunk
Thornhill, C. W., Nor. of Can.
Thornton, Ill., Illinois Central
Thornton, Va., Alex., Loudon & Hampshire
Thornton's, Ga., Macon & West.
Thornton's Ferry, N.H., Concord, Manchester & Lawrence
Thorntown, Ind., Lafay. & Ind.
Thorold, C. W., Gt. Western
Thoroughfare, Va., Manas. Gap
Three Bridges, N. J., South Br.
Three Mile Bay, N. Y.; Rome, Watertown & Ogdensburg
Three Rivers, Mass., Amherst & Belchertown
Three Rivers, Mich., Mich. Sou.
Thurlow, Pa., Phil., Wil. & Balt.
Tickfaw, La., N. Orl., Jackson & Gt. Northern
Tiffin, O., San., Day. & Cin.

Tilton, Ga., Chattanooga & Atlanta Railway
Timmonsville, S. C., Wil. & Man.
Timonium, Md., Northern Cent.
Tiner's, Tenn., Chat. & Knoxv.
Tippecanoe, O., Day. & Michigan
Tipton, Ind., Indianap. & Chic.
Tipton, Mo., Pacific
Tipton, Pa., Penn. Central
Tiskilwa, Ill., Chic. & Rock Isl.
Titicut, Mass., Old Colony & Newport
Titusville, N. J., Belvidere Del.
Titusville, Pa., Oil Creek
Tivoli, N. Y., Hudson River
Tobyhanna, Pa., Del., Lack. & Western
Toledo, Ia., Chic., Ia. & Nebraska
Toledo, O., Clev. & Tol.; Dayton & Mich.; Mich. Sou.; Toledo & Wabash, and Det. & Toledo
Tolersville, Va., Virginia Central
Tolland, Conn., New Lon. North.
Toll Gate, Va., Parkersb. & Graf.
Tolles, Conn., Har., Prov. & Fish.
Tolona, Ill., Gt. Western, and Ill. Central
Tomahawk, Va., Rich. & Danv.
Tonawanda, N. Y., N. Y. Central
Tonica, Ill., Illinois Central
Tonti, Ill., Illinois Central
Toonsboro', Ga., Central Ga.
Topeka, Ill., Illinois River
Topsfield, Mass., Newburyport
Topsham, Me., Portl. & Kenneb.
Topton, Pa., East Pennsylvania
Toronto, C. W., Grand Trunk, Gt. West., and North. of Can.
Torrence, Miss., N. Orl., Jackson & Gt. Northern
Tottenville, S. I., Staten Island
Totten Wells, Ky., N. Orl. & O.
Towner's, N. Y., N. Y. & Harl.
Townesville, N. C., Roanoke Val
Town Line, N. Y., Buff. Div. of Erie
Townsend, Del., Peninsular Line
Townsend, O., Clev. & Toledo
Travis, Tenn., Louisv., Nashv. & Clarksville Line
Tremainsville, Mich., Detroit, Monroe & Toledo
Tremont, Mass., Fairhaven Br.
Tremont, N. Y., N. Y. & Harlem
Tremont, O., San., Day. & Cin.
Tremont, Pa., Mine H. & Schuylkill Haven
Trenton, C. W., Grand Trunk
Trenton, Ill., Chic. & Rock Isl.
Trenton, Ill., Ohio & Miss.
Trenton, Mich., Det., Monroe & Toledo
Trenton, N. J., Camd. & Amboy, and Belvidere Del.
Trenton, N. Y., Utica & Black R.
Trenton, O., Cin., Ham. & Day.
Trenton, O., Pittsb., Col. & Cin.
Trenton, Tenn., N. Orl., Jackson & Gt. Northern
Trenton Falls, N. Y., Utica & Black River
Trevilian's, Va., Virginia Central
Trevorton Junc., Pa., Nor. Cent.
Trezwant, Tenn., Louis. & Nash.
Trinity, Ala., Monp. & Charles.
Trout Run, Pa., Northern Cent.
Troy, N. H., Cheshire
Troy, N. Y., Hudson Riv.; N. Y. Cent.; Renn. & Ser.; Rutland & Wash.; and Troy & Boston
Troy, O., Dayton & Michigan
Troy, Pa., Northern Central
Troy, Tenn., N. Orl., Jackson & Gt. Northern
Tryonville, Pa., Oil Creek
Tubby Hook, N. Y., Hudson Riv.
Tuckahoe, N. Y., N. Y. & Har.
Tuckasegee, N. C., Wilm., Char. & Rutherford
Tugaloo, Miss., N. Orl., Jackson & Gt. Northern
Tullahoma, Tenn., Nash. & Chat.
Tully, N. Y., Syr., Bing. & N. Y.
Tumble, N. J., Belvidere Del.
Tunnel, Mo., St. Louis & Iron M.
Tunnel, O., Marietta & Cin.
Tunnel Hill, Miss., South. Miss.
Tunnelton, Va., Balt. & Ohio.
Tunstalls, Va., Rich. & York R.
Tupelo, Miss., Mobile & Ohio
Turner's, N. Y., Erie
Turtle, Wis., Racine & Miss.
Turtle Creek, Pa., Penn. Central
Tuscarora, Pa., Schuylkill Val.
Tuscola, Ill., Illinois Central
Tuscumbia, Ala., Mem. & Charl.
Tyngsboro', Mass., Bost. & Low.
Tyrone, Pa., Penn. Central
Uhricsville, O., Pittsb., Col. & Cin.
Ullin, Ill., Illinois Central
Union, C. W., London & P. Stan.
Union, Ill., Chic. & Nor. West.
Union, Ind., Bellefontaine
Union, N. J., West Jersey
Union, N. Y., Erie
Union, O., Central Ohio
Union, Pa., Atl. & Gt. Western
Union, Tenn., E. Tenn. & Virg.
Union, Tenn., Louisv. & Nashv.
Union Bridge, N. H., Bost., Con. & Montreal
Union City, Conn., Naugatuck
Union City, Ind., Day. & Union
Union City, Tenn., Mob. & Ohio
Union Grove, Wis., Rac. & Miss.
Union Mills, Va., Orange & Alexandria
Union Point, Ga., Georgia
Union Port, O., Pitts., Col. & Cin.
Uniontown, Ala., Ala. & Miss.
Uniontown, Pa., Pittsb. & Connellsville
Union Village, N. H., Gt. Falls & Conway
Unionville, N. Y., Harlem
Unionville, O., Col. & Indianap.
Unionville, S. C., Spart. & Union
University of Va., Va., Vir. Cent.
Uppatoie, Ga., S. West. Georgia
Upper Falls, Mass., New York & Boston Air Line
Upper Marietta, Pa., Penn. Cent.
Upper Piermont, N. Y., Northern of N. J.
Upper Sandusky, O., Pittsb., Ft. Wayne & Chicago
Upper Stillwater, Me., Bangor, Old Town & Milford
Upton, Can. E., Grand Trunk
Upton's, Ky., Louisv. & Nashv.
Urbana, Ill., Illinois Central
Urbana, O., Col. & Indianap.
Urbana, O., Sand., Dayt. & Cin.
Utica, Ill., Chic. & Rock Island
Utica, Minn., Winona & St. Peter
Utica, Mo., Hannibal & St. Jos.
Utica, N. Y., N. Y. Central
Utica, O., Sand., Mansf. & New.
Utica, Pa., Atl. & Gt. Western
Uxbridge, Mass., Prov. & Wor.
Valdosta, Ga., Sav., Alb. & Gulf
Valley Falls, R. I., Prov. & Wor.
Valley Falls, Va., Balt. & Ohio
Valley Forge, Pa., Phil. & Read.
Valley Junc., N. C., Ral. & Gast.
Valley, N. J., Central N. J.
Valley Store, Pa., Chester Valley
Valparaiso, Ind., Chic. & G. East., and Pittsb., Ft. Wayne & Chic.
Vanatta's, O., San., Mans. & New.
Vandalia, Ill., Illinois Central
Vanderbilt's Landing, S. I., St. I.
Van Deusenville, Mass., Housat.
Van Dyne, Wis., Chic. & N. W.
Van Gundy's, Ill., Gt. Western
Van Kleeck's, N. Y., Sar. & Wh.
Vannoy, Mo., Cairo & Fulton
Van Weddon's, Ind., Ind'p. & Cin.
Van Wert, O., Pittsb., Ft. Wayne & Chicago
Vassalboro', Me., Portl. & Kenn.
Vaudreuil, Can. W., Grand Tr.
Vaughan's, Miss., Mississippi C.
Vaughn's Gap, Tenn., Nashville & North Western
Velonia, Ind., Ohio & Miss.
Venango, Pa., Atl. & Gt. West.
Vergennes, Vt., Rutland & Burl.
Verner, Pa., Alleghany Valley
Vernon, Conn., Hartford, Prov. & Fishkill
Vernon, Ind., Indianap. & Mad.
Vernon, Mich., Great Western
Vernon, Vt., Vermont & Mass.
Verona, Miss., Mobile & Ohio
Verona, N. Y., New York Cent.
Verplank's, N. Y., Hudson River
Versailles, Ill., Great Western
Versailles, O., Bellefontaine Line
Vesuvius Station, O., Iron
Vicksburg, Miss., South. Miss.
Victor, N. Y., New York Central
Victoria, Mo., St. L's & Iron Mt.
Vienna, Ind., Jeffersonville
Vienna, Mich., Detroit, Monroe & Toledo
Vienna, O., Marietta & Cin.
Vienna, Va., Alex., Lou. & Hamp.
Villa Nova, Pa., Pennsylv. Cent.
Village Ridge, Ill., Illinois Cent.
Vincennes, Ind., Evans. & Crawf., and Ohio & Mississippi
Vincent's, O., Mar. & Cincinnati
Vineland, N. J., West Jersey L.
Vining's, Ga., Chattan. & Atlanta
Vinton Furnace, O., Mar. & Cin.
Viola, Ky., New Orleans & Ohio
Virden, Ill., Chic., Alt. & St. L.
Virginia, Ill., Illinois River
Wabash, Ind., Tol. & Wabash
Waddell's T. O., N. C., Western North Carolina
Wadesville, Va., Win. & Potom.
Wadsworth, N. Y., Atl. & Gt. W.
Wahatchie, Tenn., Nash. & Chat.
Wakefield, Va., Norfolk & Pet.
Wakeman, O., Clevel. & Toledo
Walbridge, Wis., Milw. & Horic.
Walcott, Ia., Chic. & Rock Isl.
Waldo's, Conn., Hartford, Prov. & Fishkill
Waldron, Ind., Indianap. & Cin.
Wales, Tenn., Nashv. & Decatur
Walesboro', Ind., Jeffersonville
Walker's, Va., Parkersb. & Graft.
Walkerton, Ind., Cin., Peru & Chicago
Wallace's, N. Y., Buff. div. of Erie
Wallingford, Conn., N. Haven, Hartford & Springfield
Wallingford, Pa., West. & Phil.
Wallingford, Vt., Troy & Boston
Walloomsac, Vt., Troy & Boston
Walls, Pa., Pennsylvania Central
Walnut Level, Ind., Chicago & Gt. Eastern
Walpole, Mass., Norfolk Co.
Walpole, N. H., Cheshire
Waltham, Mass., Fitchburg
Walthourville, Ga., Sav., Albany & Gulf
Walton, Ind., Chic. & Gt. East.
Wampsville, N. Y., New York C.
Wampun, Pa., New Castle & Beaver Valley
Wanatah, Ind., Louisv., N. Alb. & Chic., and Pittsburg, Ft. W. & Chicago
Wapakoneta, O., Dayt. & Mich.
Wapella, Ill., Illinois Central
Wareham, Mass., Cape Cod
Warehouse Point, Conn., N. Hav., Hartford & Springfield
Warner, N. H., Con. & Clarem.
Warner's, N. Y., New York Cen.
Warren, Ill., Illinois Central
Warren, Mass., West. Mass.
Warren, N. H., Bos., Con. Mon.
Warren, N. J., Belv. Del.
Warren, O., Atl. & Gt. Western
Warren, Pa., Philad. & Erie
Warren, R. I., Prov., War. & Br.
Warren's, O., Marietta & Cin.
Warrensburg, Mo., Pacific
Warrenton, Mo., N. Missouri
Warrenton, N. C., Ral. & Gaston
Warrenton Junc., Va., Orange & Alexandria
Warsaw, Ill., Miss. & Wabash
Warsaw, Ind., Pittsb., Ft. Wayne & Chicago
Warsaw, N. C., Wilm. & Weld.
Warsaw, N. Y., N. W. Div. of Erie
Wartrace, Tenn., Nash. & Chat.
Warwick, Can. E., Grand Trunk
Warwick, N. Y., Newb. & Warw. Br. of Erie
Warwick, R. I., Ston. & Prov.
Washington, D. C., Balt. & Ohio, and Richm., Fred. & Potomac
Washington, Ill., Tol., Peoria & Warsaw
Washington, Ind., Ohio & Miss.
Washington, Ia., Chic. & Rock I.
Washington, Mass., West. Mass.
Washington, Mo., Pacific
Washington, N. J., Delaw., Lack. & Western
Washington, O., Cin. & Zanesv.
Washington, O., Tol. & Wabash
Washington, R. I., Hartf., Prov. & Fishkill
Washington Junc., Md., Baltim. & Ohio
Washingtonville, N. Y., Newb. & Warwick Br. of Erie
Wassaic, N. Y., Harlem
Wataga, Ill., Chic., Bur. & Quin.
Waterboro', N. Y., Atl. & Gt. W.
Waterbury, Conn., Naugatuck, and Hartf., Prov. & Fishkill
Waterbury, Vt., Ver. & Canada
Waterford, Conn., N. Hav., N. London & Stonington
Waterford, Mass., Prov. & Wor.
Waterford, Miss., N. Orl., Jacks. & Gt. Northern
Waterford, N. J., Camd. & Atl.
Waterford, N. Y., Rens. & Sar.
Waterford, Pa., Phil. & Erie
Water Gap, N. J., Del., Lack. & Western
Water Gap, Pa., Belvid. Delaw.
Waterloo, Can. E., Stanstead, Shefford & Chambly
Waterloo, Ind., Michigan South.
Waterloo, Ia., Dub. & Sioux City
Waterloo, Mo., Milw. & St. Paul
Waterloo, N. H., Conc. & Clare.
Waterloo, N. J., Morris & Essex
Waterloo, N. Y., New York Cen.
Water Tank, N. C., West. N. C.
Watertown, Mass., Watert. Br.
Watertown, Mo., Milw. & St. Pl

Watertown, N. Y., Rome, Wat. & Ogdensburg Railway
Watertown, Wis., Chic. & N. W.
Watertown Junc., Wis., Milw. & Prairie du Chien
Water Valley, Miss., N. Orleans, Jackson & Mississippi Central
Waterville, Can. E., Grand Tr.
Waterville, Conn., Naugatuck and Hartford, Prov. & Fishkill
Waterville, Me., Maine Central
Waterville, O., Dayton & Mich.
Watsessing, N. J., New.& Bloom.
Watson, Ill., Illinois Central
Watson's, O., Sand., Day. & Cin.
Watson's Cut, Md., Wash. Br.
Watsontown, Pa., Phil. & Erie
Watt's, Pa., Pittsburg & Connellsville
Waubuno, Can. W., Gt. Western
Waukau, Wis., Milwaukie & St. Paul
Waukegan, Ill., Chic. & Milw.
Waukesha, Wis., Milwaukee & Prairie du Chien
Waupun, Wis., Milw. & St. Paul
Wauseon, O., Michigan Southern
Wauwatosa, Wis., Milw. & Prai. du Chien
Wauzeka, Wis., Milw. & Prairie du Chien
Waverly, Ind., Toledo & Wab.
Waverly, L. I., Long Island
Waverly, N. Y., Erie
Waverly, Va., Norfolk & Peters.
Wawaka, Ind., Michigan South.
Wayland, N. Y., Buff. Div.of Erie
Wayne, Ill., Galena Div. of Chic. & N. Western
Wayne, Mich., Michigan Central
Wayne, Pa., Phil. & Erie
Waynesboro', Miss., Mob. & Ohio
Waynesboro', Va., Virginia Cent.
Waynesburgh, O., Tusc. Extens.
Waynesville, Ind., Jeffersonville
Way's, Ga., Sav., Alb. & Gulf
Wea, Ind., Toledo & Wabash
Weatogue, Conn., Canal
Weaver's, Ind., T. Haute & Rich.
Webster, Mass., Norw. & Worc.
Webster, Mo., Pacific
Webster, O., Portsmouth Branch
Webster, Va., N. W. Virginia
Webster City, Ia., Dubuque & Sioux City
Weedsport, N. Y., New Y. Cent.
Weirs, N. H., Bos., Con. & Mont.
Welburn, Fla., Flor., Atl. & Gulf
Weldon, N. C., Ral. & Gaston; Richm., Fred. & Potom.; Seab. & Roan.; and Wilm. & Weld.
Welland, Can. W., Welland
Wellesley, Mass., Bost. & Worcester
Wellington, O., Clev., Col. & Cin.
Wellington Square, Can. W., Toronto Br.
Wells, Me., Portl., Saco & Ports.
Wells, Tenn., Louisv. & Nashv.
Wellsburg, Mo., North Missouri
Wellsburg, N. Y., Erie
Well's River, Vt., Boston, Con. & Mont., and Conn. & Passum. R.
Wellsville, Mich., Monroe Br.
Wellsville, Mo., North Missouri
Wellsville, O., Clevel. & Pittsb.
Wellville, Va., Peters. & Lynch.
Wendell, Mass., Verm. & Mass.
Wenham, Mass., Eastern
Wenona, Ill., Illinois Central
Wentworth, N. H., Boston, Con. & Montreal
Wentzville, Mo., North Missouri
West Acton, Mass., Fitchburg
West Alburgh, N. Y., Vermont & Canada
West Andover, N. H., Nor. N. H.
West Aurora, Ill., Chic., Burl. & Quincy
West Barnstable, Mass., C. Cod
West Bloomfield, N. J., Newark & Bloomfield
West Bloomfield, N. Y., Canand. & Bat. Div. of N. Y. Central
Westboro', Mass., Bost. & Worc.
Westboro', O., Hillsboro' Branch
West Boylston, Mass., Worc. & Nashua
W. Bridgewater, Mass., Old Col.
Westbrook, Conn., N. Hav., New London & Stonington
Westbrook, Me., Portl. & Kenn.
West Brookfield, West. Mass.
West Burke, Vt., Conn. & Passumpsic Rivers
Westbury, L. I., Long Island
West Cambridge, Mass., Lexing. & West Cambridge
West Camden, N. Y., Rome, Watertown & Ogdensburg
Westchester, Pa., West. & Phil.
Westchester Intersection, Pa., Pennsylvania Central
West Concord, N. H., Concord & Claremont
West Cornwall, Conn., Housat.
West Danvers, Mass., Newbury.
Westerly, R. I., Stoning. & Prov.
Westfield, Mass., West. Mass.
Westfield, N. J., Central N. J.
Westfield, N. Y., Buffalo & Erie
Westfield, O., Dayt. & Michigan
West Fitchburg, Mass., Verm. & Massachusetts
West Granville, Pa., North. Cen. Greenville, Pa., Erie & Pittsburg
West Harpeth, Tenn., Nashville & Decatur
West Hartford, Vt., Ver. & Can.
West Haven, Conn., New York & New Haven
West Henniker, N. H., Contoocook River
West Hopkinton, N. H., Contoocook River
West Jefferson, O., Little Miami
West Lafayette, O., Pittsb., Col. & Cincinnati
West Lebanon, Ind., Tol. & Wab.
West Lebanon, N. H., Nor. N. H.
West Liberty, Ia., Chic. & Rock I.
West Liberty, O., Sand., Dayt. & Cincinnati
West Lynn, Mass., Eastern
West Mansfield, Mass., Boston & Providence
West Medford, Mass., Boston & Lowell
West Milan, N. H., Grand Tr.
Westminster, Mass., Ver. & Mass.
Westmoreland, Mass., Hartford, Providence & Fishkill
West Mt. Vernon, N. Y., N. Y. & Harlem
West Mystic, Conn., Stoningt. & Providence
West Newton, Mass., Boston & Worcester
West Newton, Pa., Pittsb. & Connellsville
Weston, Can. W., Grand Trunk
Weston, Mo., Platte County
Weston, O., Dayton & Michigan
West Philadelphia, Pa., Westch. & Philadelphia
West Pittston, Pa., Lackawanna & Bloomsburg
West Point, Ga., Atl. & W. P., and Montgomery & W. Point
West Point, Ind., Tol. & Wab.
West Point, Miss., Mob. & Ohio
Westport, Conn., N. Y. & N. H.
Westport, N. H., Ashuelot
West Rumney, N. H., Bost., Con. & Montreal
West Rupert, Vt., Rutl. & Wash.
West's, Miss., Mississippi Central
West Salem, N. Y., Atlantic & Gt. Western
West Salem, Wis., Mil. & St. P'l
West Sandwich, Mass., C. Cod
West Scarborough, Me., Portl., Saco & Portsmouth
West Springfield, Mass., West. Massachusetts
West Stockbridge, Mass., Hudson & Boston
West Union, Va., N. W. Virg.
Westville, Ind., Louisv., N. Alb. & Chicago
Westville, N. J., West Jersey
Westville, O., Col. & Indianap.
West Wareham, Mass., C. Cod
West Waterville, Me., Maine C.
Wetaug, Ill., Illinois Central
Weymouth, Mass., South Shore
Whartonsburgh, O., San., Dayt. & Cincinnati
Whately, Mass., Connecticut R.
Wheatland, Ill., Chic. & N. W.
Wheatland, Ind., Jeffersonv., and Indianapolis & Madison
Wheatland, Ia., Chic., Ia. & Neb.
Wheatland, Pa., Erie & Pittsb.
Wheaton, Ill., Galena Div. of Chicago & N. Western
Wheeling, Va., Baltim. & Ohio
Whetham, Pa., Philad. & Erie
Whippoorwill, Ky., Louisville & Nashville
Whistler, Ala., Mobile & Ohio
Whitaker, N. C., Wilm. & Weld.
White Bluff, Tenn., Nashville & N. Western
Whitehall, N. Y., Ren. & Sar. L.
White Hall, Pa., Pennsylv. Cen.
White Hall, Pa., Lehigh Valley
White Haven, Pa., Leh. & Susq.
White Horse, N. J., Cam. & Atl.
White Horse, Pa., Chester Vall.
White House, N. J., Cent. N. J.
Whitehouse, O., Toledo & Wab.
White House, Va., Richmond & York River
White Oak T. O., S. C., Charlotte & S. Carolina
White Oak Bottom, Md., Washington Br.
White Pigeon, Mich., Mich. Sou.
White Plains, N. Y., Harlem
White Pond, S. C., South Carol.
White River, Vt., Verm. & Can.
White River Junc., Vt., Verm. & Canada
White Rock, Pa., Alleghany V.
White's, Tenn., Miss. & Tenn.
Whitesboro', N. Y., New York C.
White's Bridge, N. J., Raritan & Delaware Bay
Whiteside, Tenn., Nash. & Chat.
Whitestown, Ind., Lafayette & Indianapolis
White Sulphur, N. C., West. N. Carolina
Whiteville, N. C., Wilm. & Man.
Whitewater, Wis., Milwaukee & Prairie du Chien
Whitfield, Ia., Burl. & Mo. Riv.
Whiting, Vt., Rutland & Burl.
Whiting's Mills, N. J., Rar. & Delaware Bay
Whitin's, Mass., Prov. & Worc.
Whitney's Point, N. Y., Syrac., Binghampton & N. Y.
Wickford, R. I., Ston. & Prov.
Wickham's, Va., Virginia Cent.
Wickliffe, O., Clev. & Erie
Wigg's, Ind., Indianap. & Madis.
Wilbraham, Mass., West. Mass.
Wilkesbarre, Pa., Lehigh & Sus.
Wilkinsburg, Pa., Pennsylv. C.
William's, Wis., Milw. & St. P'l
William's Bridge, N. Y., Harlem
Williamsburg, C. W., Grand Tr.
Williamsport, Ind., Tol. & Wab.
Williamsport, O., Cin. & Zanesv.
Williamsport, Pa., Catawissa, and Philadelphia & Erie
Williamston, S. C., Greenville & Columbia
Williamstown, Mass., Troy & Boston
Williamstown, N. Y., Rome, Watertown & Ogdensburg
Williamsville, Ill., Chic., Alton & St. Louis
Willimantic, Conn., Hartf., Prov. & Fishkill
Willimansett, Mass., Conn. Riv.
Williston, S. C., South Carolina
Williston, Vt., Verm. & Canada
Willoughby, O., Clevel. & Erie
Willow Valley, Ind., Ohio & Miss.
Wilmington, Del., Phil., Wil. & Balt., and Peninsular Line
Wilmington, Ill., Chic., Alton & St. Louis
Wilmington, Mass., Bost. & Low.
Wilmington, N. C., Wil. & Wel.
Wilmington, O., Cin. & Zanesv.
Wilmington Junc., Mass., Bost. & Maine
Wilmore, Pa., Pennsylvania Cen.
Wilson, N. C., Wilm. & Weldon
Wilsonburg, Va., N. W. Virginia
Wilson's, Ind., Louisv., N. Alb. & Chicago
Wilson's, N. H., Con., Man. & Lawrence
Wilson's, O., Springf. Br. of Clev., Columbus & Cincinnati
Wilson's, Va., Petersb. & Lynch.
Wilsonville, Ala., Ala. & Tenn. R.
Wilton, Conn., Danbury & Nor.
Wilton, Ia., Chic. & Rock Island
Wilton, Me., Maine Central
Wilton, N. H., Boston & Lowell
Winchenden, Mass., Cheshire
Winchester, Ga., S. W. Georgia
Winchester, Ind., Bellefontaine
Winchester, Mass., Bost. & Low.
Winchester, Miss., Mob. & Ohio
Winchester, N. H., Ashuelot
Winchester, O., Clev. & Pittsb.
Winchester, Va., Win. & Pot.
Windfall, Ind., Chic. & Gt. East.
Windham, N. H., Con., Man. & Lawrence
Windham, O., Atl. & Gt. West.
Windsor, Can. E., Grand Trunk
Windsor, Can. W., Gt. Western
Windsor, Conn., N. Hav., Hartf. & Springfield
Windsor, Ill., St. Louis, Alton & T. Haute
Windsor, N. J., Camd. & Amboy
Windsor, O., Atl. & Gt Western
Windsor, S. C., South Carolina
Windsor, Va., Norf. & Petersb.
Windsor, Vt., Verm. & Canada
Windsor, Wis., Racine & Miss.
Windsor Locks, Conn., N. Hav., Hartford, & Springfield
Winfield, Ill., Gal. Div. of Chic. & N. Western

Wingos, Ky., New Orl. & Ohio
Winnebago, Ill., Galena Div. of Chic. & N. Western
Winnecona, Wis., Mil. & St. P'l
Winnemac, Ind., Chic. & Gt. Eas.
Winnetka, Ill., Chic. & Milw.
Winnipauk, Conn., Dan. & Nor.
Winnsboro', S. C., Charl. & S. C.
Winona, Minn., Win. & St. Peter
Winona, Miss., Mississippi Cent.
Winooski, Vt., Vermont & Can.
Winslow, Me., Portl. & Kenneb.
Winslow, N. J., Camd. & Atlan.
Winsted, Conn., Naugatuck
Winter's, O., Frem., Lima & Un.
Winthrop, Ia., Dub. & Sioux City
Winthrop, Me., Maine Central
Winthrop, Mo., Platte Co.
Wissahicken, Pa., N. Pennsylv.
Woburn, Mass., Boston & Lowell
Woburn Centre, Mass., Wob. Br.
Wolcott, Ind., Tol., Log. & Burl.
Wolcottville, Conn., Naugatuck
Wolf's, O., Cin. & Zanesville
Womelsdorff, Pa., Penn. & Read.
Woodbine, N. J., West Jersey L.
Woodbridge, N. J., Hackensack & New York
Woodburn, Ky., Louisv. & Nash.
Woodbury, Ind., Bellefontaine L.
Woodbury, N. J., W. Jersey L.
Woodford's, Me., York & Cumb.
Woodland, Ky., Louisv. & Nash.
Woodland, Wis., Mil. & St. Paul
Woodman, Wis., Milw. & Prairie du Chien
Woodmansie, N. J., Raritan & Delaware Bay
Wood Side, Ill., Chic., Alton & St. Louis
Wood's Mill, Ind., T. Haute & Richmond
Woodstock, Can. W., Gt. West.
Woodstock, Ill., Chic. & N. W.
Woodstock, O., Col. & Indianap.
Woodstock, Va., Manassas Gap
Woodstock, Vt., Verm. & Can.
Woodsville, N. H., Boston, Con. & Montreal
Woodville, Ala., Mem. & Charl.
Woodville, Va., Virginia Central
Woonsocket, R. I., Prov. & Wor.
Wooster, O., Pittsb., Ft. Wayne & Chicago
Woosung, Ill., Illinois Central
Wooten's, Ga., S. W. Georgia
Worcester, Mass., Bost. & Wor.; Fitchb. & Worc.; Provid. & Wor.; West. Mass.; and Wor. & Nashua
Worcester Junc., Mass., W. Mass.
Worthington, Ia., Dub. & S. W.
Worthington, O., Clevel., Col. & Cincinnati
Worthsville, Ind., Jeffersonville
Wright, Ky., Kentucky Central
Wright's, Mo., North Missouri
Wright's Ferry, Wis., Milw. & Prairie du Chien
Wrightstown, Wis., Chicago & N. Western
Wyandotte, Mich., Det., Monroe & Toledo
Wyanet, Ill., Chic., Burl. & Qu.
Wyckles, Ill., Great Western
Wyocena, Wis., Mil. & St. Paul
Wyoming, Mass., Bost. & Maine
Wyoming, Pa., Lack. & Bloome.
Wythe, Tenn., Louisv. & Nashv.
Wytheville, Va., Virg. & Tenn.
Xenia, Ill., Ohio & Mississippi
Xenia, O., Clevel., Col. & Cin.
Xenia, O., Little Miami
Yantic, Conn., N. London North.
Yaphank, L. I., Long Island
Yardville, N. J., Camd. & Amb.
Yarmouth, Can. W., London & Port Stanley
Yarmouth, Me., Grand Trunk
Yarmouth, Mass., Cape Cod
Yarmouth Junc., Me., Portland & Kennebeck
Yarnallton, Ky., Louis. & Frank.
Yatesville, Ill., St. Louis, Jacks. & Chicago
Yellow Creek, O., Clev. & Pittsb.
Yellow Springs, O., Little Miami
Yellow Springs, Pa., Schuylkill & Susquehanna
Yelverton O., San., Dayt. & Cin.
Yocona, Miss., Mississippi Cent.
Yongue's, S. C., Carlotte & S. C.
Yonker's, N. Y., Hudson River
York, Can. W., North. Canada
York, Pa., Northern Central
Yorktown, Ind., Bellefontaine L.
Yorkville, N. Y., Harlem
Young America, Ill., Chic., Burl. & Quincy
Youngstown O., Atl. & Gt. West.
Youngsville, Pa., Phil. & Erie
Ypsilanti, Mich., Mich. Central.

APPLETONS'

HAND-BOOK OF AMERICAN TRAVEL,

CONTAINING A FULL DESCRIPTION OF THE

PRINCIPAL CITIES, TOWNS, AND PLACES OF INTEREST,

TOGETHER WITH THE

Routes of Travel and Leading Hotels

THROUGHOUT THE

UNITED STATES AND BRITISH PROVINCES.

By EDWARD H. HALL.

ILLUSTRATED WITH COPIOUS MAPS. NINTH ANNUAL EDITION.

D. APPLETON & CO.,

90, 92 & 94 Grand Street, New York.

BUFFALO MILL-FURNISHING ESTABLISHMENT,

J. T. NOYE & SON,

PROPRIETORS,

Office, 128 Washington Street, Buffalo, N. Y.,

MANUFACTURERS OF

FRENCH BURR MILL STONES,

PORTABLE GRIST

AND

Feed Mills,

SMUT MACHINES,

AND

SEPARATORS,

Improved Turbine Water-Wheels,

Flour Packers, Proof Staffs, Hoisting Screws, Mill Picks, Spindles, Iron Bolting Reels, Mill Gearing, Shafting, Pullies,

AND MACHINERY OF ALL KINDS.

DEALERS IN

Bolting Cloths, Belting, Corn-Shellers,

HULLERS, AND DUSTERS.

Plans and Specifications for Mills made upon application by letter or in person.

Our **Pattern-List** is the most complete in the country. Catalogues and Circulars sent to any address, free.

PACIFIC MAIL STEAMSHIP COMPANY'S

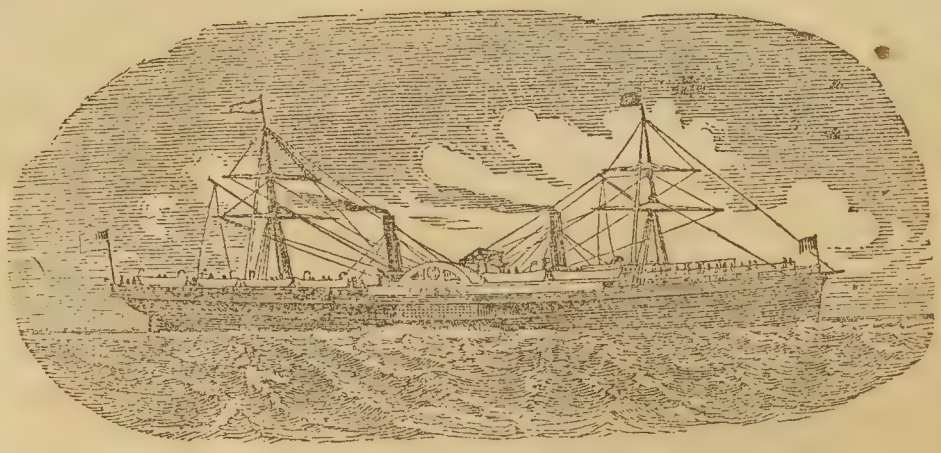
Through Line to California,

Touching at Mexican Ports, and carrying the U. S. Mail.

THROUGH IN TWENTY-TWO DAYS.

Steamships on the Atlantic:

Arizona,
Henry Chauncey,
New York,
Rising Star,
Ocean Queen,
Northern Light,
&c., &c.



Connecting on the Pacific with:

Golden City,
Constitution,
Montana,
Sacramento,
Golden Age,
St. Louis,
&c., &c.

One of the above large and splendid Steamships will leave **Pier No. 42, North River, foot of Canal Street, at 12 o'clock, noon,** on the **1st, 11th,** and **21st** of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for **ASPINWALL,** connecting, *via* Panama Railway, with one of the Company's Steamships from Panama for **SAN FRANCISCO,** touching at **ACAPULCO.** Those of the 1st touch at **MANZANILLO.**

Families in Second Cabin and Steerage taken at reduced passage rates.

An allowance of ONE-QUARTER on through rates to clergymen and their families, and school-teachers, going to practice their vocations.

One hundred pounds baggage allowed to each adult. Baggage-Masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers who prefer to send down early.

Departures of **1st** and **21st** connect with Steamers for **SOUTH PACIFIC** and **CENTRAL AMERICAN PORTS.**

Departure of **11th** of each month connects with the New Steam Line from Panama to **AUSTRALIA** and **NEW ZEALAND.**

Through Tickets from New York to any of the ports above named furnished on application.

The Company's New Line from **San Francisco to Japan and China,** carrying the U. S. Mail, is now in operation. Departure from New York of March 11th connects with Steamship "Colorado," leaving San Francisco April 3d, for ports in Japan and China.

☞ For Passage Tickets, or further information, apply at the Company's Ticket Office,

On the Wharf, Pier 42, North River, ft. of Canal St., New York.

F. R. BABY, Agent.

NATIONAL STEAMSHIP COMPANY.

NEW YORK TO LIVERPOOL,

Calling at Queenstown (Ireland) to land Passengers.

SHIPS.	TONS.	COMMANDERS.
FRANCE	3,200	Grace.
DENMARK	3,117	Thomson.
ENGLAND	3,450	Thompson.
THE QUEEN	3,517	Grogan.
HELVETIA	3,315	Cutting.
ERIN	3,310	Webster.
VIRGINIA	3,310	Thomas.
PENNSYLVANIA	2,872	Hall.
LOUISIANA	2,166	Forbes.

Leaving Pier No. 47, North River, every Saturday.

The Cabin Accommodations on board these Steamers are unsurpassed, and the Rates lower than by any other Line.

Cabin Passage, $100 in Currency. Steerage, $30 in Currency.

Steerage Passage Tickets to bring parties from Liverpool or Queenstown for $37 in currency.

Drafts for any amount issued on any bank in Great Britain and Ireland at the lowest rate.

☞ For Freight or Passage, apply at the Office of the Company, **No. 69 Broadway, New York.**

F. W. J. HURST, Manager.

STEAM TO HAMBURG, HAVRE, SOUTHAMPTON, AND LONDON.

THE HAMBURG-AMERICAN PACKET CO.'S

Magnificent Iron Mail Screw Steamships

Allemannia.....Capt. W. Bardua,
Bavaria.....Capt. Meyer,
Borussia.....Capt. Franzen,
Cimbria (new).....Capt. P. H. Haack,
Germania.....Capt. Schwensen,
Hammonia (new).....Capt. E. Meier,
Saxonia.....Capt. H. E. Kier,
Teutonia.....Capt. A. Barends,
Holsatia.....Capt. H. Ehlers,
Westphalia (on the stocks)..Capt. N. Trautmann,
Silesia (on the stocks),

Carrying the U. S. Mail, will sail from **Hamburg Pier, foot of Third Street, Hoboken,**

EVERY TUESDAY AT 2 P. M.

RATES OF PASSAGE to Hamburg, Havre, Southampton, and London:

First Cabin.....$120 00. Second Cabin.....$72 00. Steerage.....$36 00.

From Hamburg or Havre to New York:

First Cabin.....$120 00. Second Cabin.....$72 00. Steerage.....$40 00.

Excursion Tickets to and from Hamburg, Havre and Southampton:

First Cabin.....$225 00. Second Cabin.....$135 00. Steerage.....$71 50.

(*Payable in U. S. Gold*).

These vessels are divided into ten water-tight compartments, and accompanied by an experienced surgeon. For Passage, and further particulars, apply to

C. B. RICHARD & BOAS, 6 Barclay Street, New York,

General Passenger Agents of the Hamburg Steamers.

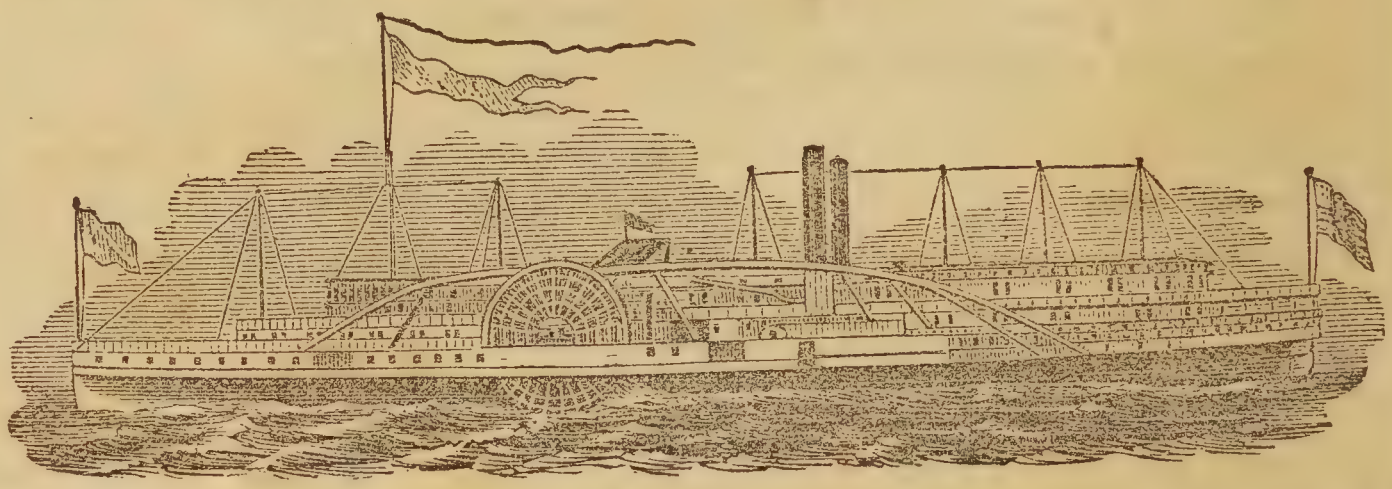
1868.

INSIDE AND MOST DIRECT ROUTE, AVOIDING POINT JUDITH.

STONINGTON LINE

TO

BOSTON AND PROVIDENCE.



FARE ALWAYS AS LOW AS BY ANY OTHER LINE.

THE NEW AND ELEGANT SIDE-WHEEL STEAMERS

STONINGTON,

Capt. Wm. W. Jones,

AND

NARRAGANSETT,

Capt. Geo. B. Hull,

From Pier No. 33, foot of Jay Street, North River,

At 4 P. M., Daily.

Steamboat Express Train leaves Stonington at 3 30, reaches Providence at 5 15, and Boston at 6 50 A. M., in ample time for all the Eastern trains.

Shortest and most direct and strictly first class, notwithstanding the false advertisements of other lines.

Tickets sold and state-rooms secured at the principal hotels, at No. 2 Astor House, and at Dodd's Express office, No. 944 Broadway.

D. S. BABCOCK,

President Stonington Steamboat Company.

NORTH GERMAN LLOYD.

Steam between New York and Bremen,

VIA SOUTHAMPTON.

THE SCREW STEAMERS OF THE NORTH GERMAN LLOYD,

BREMEN.....Capt. H. A. Neynaber,
NEW YORK.....Capt. F. Dreyer,
HERMANN.....Capt. W. H. Wenke,
HANSA,.....Capt. K. von Oterendorp,
RHEIN.....
AMERICA.....Capt. G. Ernst,
DEUTSCHLAND...Capt. H. Wessels,
UNION.....Capt. H. von Santen,
WESER.....Capt. G. Wenke,
.....Capt. C. Meyer (building),

RUN REGULARLY BETWEEN NEW YORK, BREMEN, AND SOUTHAMPTON,

CARRYING THE UNITED STATES MAIL.

SAILING DAYS.

From Bremen, every Saturday. From Southampton, every Tuesday. From New York, every Thursday

PRICES OF PASSAGE.

From New York:		*From Bremen:*	
First Cabin	$120.00	First Cabin	$120.00
Second Cabin	72.00	Second Cabin	72.00
Steerage	36.00	Steerage	40.00

Prices of Passage payable in Gold.

The above vessels have been constructed in the most approved manner; they are of 2,500 tons, and 700 horse power each, and are commanded by men of character and experience, who will make every exertion to promote the comfort and convenience of passengers. They touch at Southampton on the outward trip, for the purpose of landing passengers for England and France. These vessels take Freight to London and Hull, for which through Bills of Lading are signed. An experienced Surgeon is attached to each vessel. All letters must pass through the Post Office.

☞ No Bills of Lading but those of the Company will be signed. Bills of Lading will positively not be delivered before goods are cleared at the Custom House.

☞ Specie taken to Havre, Southampton, and Bremen, at the lowest rates.

For Freight or Passage apply to **OELRICHS & CO., 68 Broad St.**

Manhattan Oil Company

16 BROADWAY, New York,

MANUFACTURERS OF

MASON'S SPERM OIL,

AND DEALERS IN

Sperm, Whale, Lard,

AND OTHER OILS,

FOR

RAILROADS, STEAMERS, MACHINERY, AND BURNING.

REFERENCES.

Erie Railway Company,
New York & New Haven Railroad Co.,
Philadelphia and Reading Railroad Company,
Northern Central Railroad Company,
Panama Railroad Company,
Atlantic and Pacific Steamship Line,
New York and Virginia Steamship Company,
Morgan Iron Works,
Ætna Iron Works,
New York Central Railroad Company,
Atlantic & Great Western Railway Company,
Lehigh Valley Railroad Company,
Baltimore and Ohio Railroad Company,
Cunard Steamship Line.
Pacific Mail Steamship Company,
Baltimore Steam Packet Company,
Fulton Iron Works,
West Point Foundry,

And numerous other Railroad Companies, Steamship Lines, &c.

JAMES M. MOTLEY, Vice President and Treasurer.

WELLS, FARGO & COMPANY,

CAPITAL, $10,000,000,

Bankers, and General Express Forwarders,

TO THE

PACIFIC STATES AND TERRITORIES,
SOUTH AND CENTRAL AMERICA,
CHINA AND JAPAN.

PROPRIETORS OF THE

Great Overland Stage Route,

BETWEEN THE ATLANTIC AND PACIFIC OCEANS,

Carrying the U. S. Mails, Passengers, and Treasure.

EXCHANGE FOR SALE

On SAN FRANCISCO and intermediate Points,
LONDON,
DUBLIN, and
PARIS.

Travellers' Credits on Union Bank of London.

Funds Transferred by Telegraph,

To SAN FRANCISCO, SALT LAKE CITY, &c., at favorable rates.

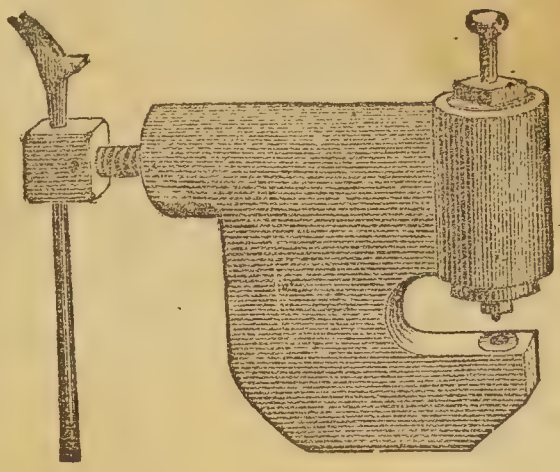
LOUIS McLANE, President.

E. LYON,

MANUFACTURER OF

PATENT PORTABLE HYDRAULIC JACKS AND PUNCHES,

No. 470 Grand Street, New York,



For Raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, putting together Water and Gas Pipes, pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, setting up Rigging, or Pulling Stumps, Punching, and Shearing Iron, Die-Sinking, etc.

☞ Improved Patent Hydraulic Jacks, that run out their entire length in a HORIZONTAL or any other position.

PATENT HYDRAULIC PUNCH, for Punching Iron, Die-Sinking, etc.

A CATECHISM OF THE STEAM ENGINE.

A Very Important Work for

RAILWAY ENGINEERS,

By JOHN BOURNE, C. E.,

1 *Vol.*, 12*mo*, *Illustrated*, $2 25.

D. APPLETON & Co., Publishers,

90, 92 & 94 Grand Street, New York.

Sent Free by Mail on receipt of Price.

CROWNING TRIUMPHS!!

1867 . . . . . 1868.

STEINWAY & SONS

HAVE BEEN AWARDED

THE FIRST

GRAND

GOLD MEDAL

OF

HONOR and MERIT,

Universal

EXPOSITION,

Paris, 1867.

This Medal is distinctly classified FIRST in order of Merit, OVER all other American exhibitors, and OVER more than four hundred Pianos entered by nearly all the celebrated manufacturers of Europe. In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X.) is subjoined:

PARIS, *July* 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition.

First on the list in Class X.

MELINET, *President of the International Jury.*
FETIS, *Reporter* " " "
GEORGES KASTNER,
AMBROISE THOMAS,
ED. HANSLICK,
F. A. GEVAERT,
J. SCHIEDMAYER,
} *Members of the International Jury.*

This *unanimous* decision of the International Class Jury, *indorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the rewards at the Exposition, places the **STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.**

Extract from Official Report

Of the International Jury (published by the Imperial Commission in August, 1868), comparing the relative merits of the pianos of the two great American exhibitors:

"*The pianos of Messrs. Steinway & Sons are equally endowed with the splendid sonority of their competitor; they also possess that seizing largeness and volume of tone hitherto unknown, which fills the greatest space. Brilliant in the treble, singing in the middle, and formidable in the bass, this sonority acts with irresistible power on the organs of hearing. In regard to expression, delicate shading, and variety of accentuation, the instruments of Messrs. Steinway have over those of their American competitor an advantage which can not be contested. The blow of the hammer is heard much less, and the pianist feels under his hands an action pliant and easy, which permits him at will to be powerful or light, vehement and graceful. These pianos are at the same time the instrument of the virtuoso who wishes to astonish by the éclat of his execution, and of the artist who applies his talent to the music of thought and sentiment, bequeathed to us by the illustrious masters: in one word, they are at the same time the pianos for the concert-room and the parlor, possessing an unexceptional sonority.*"

STEINWAY & SONS

HAVE ALSO BEEN AWARDED

The Grand
ANNUAL TESTIMONIAL MEDAL
AND
HONORARY MEMBERSHIP,
FROM THE
Société des Beaux Arts. Paris, 1867.

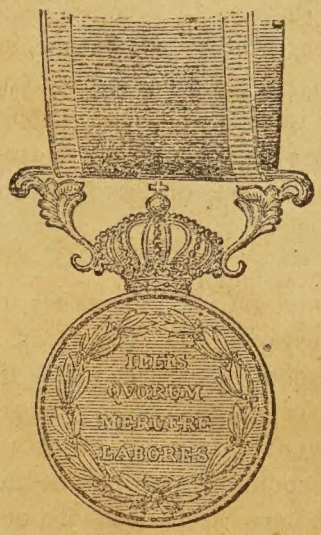
The report of Marquis d'Aoust, President of the Musical Department of the Société des Beaux Arts, says: "The pianos of Messrs. Steinway appear to me, as well as to all the artists, who have tried them, superior to all that has been made to this day in the entire world."

GRAND

GOLD MEDAL

OF

MERIT,



From His Majesty King Charles XV., constituting the highest complimentary distinction ever awarded to a Foreign Manufacturer by the Government of Sweden and Norway, and bearing the highly honorable inscription of

"To Those whose Works deserve it."

THE ROYAL ACADEMIES OF SCIENCES AND ARTS,
Of Berlin (Prussia) and Stockholm (Sweden), have bestowed
ACADEMICAL HONORS
Upon THEODORE and WILLIAM STEINWAY, for their valuable inventions and numerous improvements.

FIRST PRIZE MEDAL,
AT THE
INTERNATIONAL EXHIBITION,
London, 1862.

THIRTY-FIVE FIRST PREMIUMS,
From 1855 to 1862, inclusive, since which time Steinway & Sons have not entered their Pianofortes at any local fair in the United States.

☞ **Illustrated Catalogues** mailed, upon application, to any part of the country.

Warerooms: Steinway Hall,
Nos. 109 and 111 East Fourteenth St., New York.

THE ILLINOIS CENTRAL RAILROAD CO.

OFFERS FOR SALE

EIGHT HUNDRED THOUSAND ACRES

OF LAND IN

THE GARDEN STATE OF AMERICA,

At from $7 to $12 per Acre, in tracts of 40 Acres and upward,

FOR CASH OR ON CREDIT,

All lying adjacent to its Railway, which extends from Dunleith down through the center of the State to Cairo with a branch 250 miles long from Chicago to Centralia, altogether a length of 706 miles. The lands of the Company are located along its whole line, and in no instance at a greater distance than fifteen miles.

The rapid development of the forty-nine counties touched by the Illinois Central Railway Line is shown by the following census returns: In 1850 their population was 351,887; in 1860, 843,914; and in 1870, 1,127,087. Within ten years the Company has sold 1,555,000 acres to more than 25,000 purchasers, and no actual settler has lost his home through harsh treatment on the part of the Company. Where indulgence has been deserved, it has been extended to meet the necessities of the farmer.

Illinois

lies between parallels of latitude 37° and 42° N., and has all the diversity of climate to be found between Norfolk in Virginia and Albany in New York. It has an area of 56,000 square miles, and contains 2,148,000 inhabitants; although only about one-fourth of its tillable acres have been placed under cultivation, its agricultural productions exceed those of any other State. Its soil is the richest known; and farms which have been cropped for twenty-five years successively require neither manures nor fertilizers of any kind. The northern portion abounds in minerals, and the mines of Galena are noted for their wealth in lead. The dairy business is here carried on with great success.

In the central part is found the deep black prairie loam, which produces corn and other staple productions of the State in such great abundance.

Farther south are smaller prairies, interspersed with timber, which produce the best of winter wheat, tobacco, flax, hemp, and fruit; and from thence toward Cairo the lands are more heavily timbered, and the raising of cotton, tobacco, sweet potatoes, castor-beans, and the manufacture of lumber yield large returns.

In many parts of the State those wonderful fountains of artesian water are easily obtained, by boring from 25 to 130 feet. This water is slightly impregnated with iron, though hardly perceptible to the palate, and the person or animal using it becomes healthy and robust.

Coal is found in great abundance, and of a most excellent quality, and its transportation is furnished at the lowest rates.

Lumber

competition [illegible] at a low price in Chicago, lower than in any other great market in the United States. A large number of saw-mills are in operation near the railway in Southern Illinois, and there is no difficulty in procuring building materials at prices lower than in almost any other part of the country.

Corn, Wheat, Oats, Potatoes, Hay.

The Department of Agriculture, at Washington, report that the crop of Corn in Illinois last year was 177,095,852 bushels; of Wheat, 25,266,745; of oats, 28,088,197; of Potatoes, 5,864,408; and of Hay, 2,600,700 tons. Other cereals are raised in like proportion.

Hemp, Flax, Tobacco, and Sugar.

Hemp and flax can be produced of as good quality as any grown in Europe, and promise to be important articles of manufacture as well as production. Tobacco of the finest quality is raised upon lands purchased of the Company, and conceded by experts to be equal to the best James River production. Cotton, too, is raised to a considerable extent; 15,000 bales were shipped of the crop of 1865 over the amount used in home manufacture. The making of sugar from the beet is an established success, and the large quantities of syrup manufactured from sorghum are much more than sufficient to supply the home market.

Stock-Raising.

It is conceded that the best beef in America is that fattened on the prairies of Illinois. A considerable quantity of lands particularly adapted to this business lie on the Chicago Branch, from 60 to 140 miles from the great market of Chicago, in the center of the corn belt; but where the range for grazing is free and extensive, hay can be had for the cutting and stacking, and artesian water readily obtained. Old farmers from Ohio, Kentucky, and the densely-settled portions of older States understand this, and are sending their sons, or selling their more valuable farms, and themselves emigrating to the land that presents such unsurpassed advantages for this branch of industry. Sheep thrive well in every part of the State, and Illinois can boast of many of the largest flocks in the country. In the central and southern portions sheep require fodder but a short time of the year.

Fruit-Growing.

Apples, Plums, Grapes, and berries are natives of the soil, and the cultivated varieties grow with uncommon thrift throughout the State. In the southern part, peaches and the finer qualities of grapes yield abundantly. All fruits and berries here ripen early, and the grower is enabled to command the high prices of the first of the season. The business has assumed so much importance that during the fruit season a special Express Fruit Train is run to Chicago, and arrangements are also made so as to supply the trade of Cincinnati, St. Louis, and all the river cities in like manner with the early fruit of Egyptian Illinois. With the vast market at the North, no labor will so surely and richly reward the industrious husbandman as the culture of fruit in Southern Illinois. The climate is the finest in the world.

How to Reach these Lands.

The farms offered for sale may be reached from the East and West by any of the lines of transportation crossing the Illinois Central Railway at either Odin, Sandoval, Mattoon, Pana, Tolono, Decatur, El Paso, Mendota, or Dixon. The main office of the Company is in Chicago, and from thence chaser will be furnished with a free ticket over the Illinois Central Railway to his farm.

Prices and Terms of Payment.

All Station Agents are provided with plates showing the lands for sale in their vicinity. The price of d varies from $7 to $12 yer acre (with some tracts at higher figures), and they are sold on short credit, or for cash. A deduction of *ten per cent.* from the short credit price is made to those who make cash payments. EXAMPLE: Forty acres, at $8 per acre, on short credit; the principal, one-quarter cash down —balance, one, two, and three years, at six per cent. interest in advance, each year.

	Interest.	Principal.
Cash payment	$14 40	$80 00
Payment in one year	9 60	80 00
" two years	4 80	80 00
" three years	....	80 00

☞ **The same farm may be purchased for $288, Cash.**

Full information on all points, together with maps, showing the exact location unsold (for which a small charge of fifty cents is made), will be furnished on applicati letter, to

JOHN B. CALHOUN, Land Comr

Ill. Cent. R. R. Co., 58 *Michigan Avenue,*

EIGHT HUNDRED THOUSAND ACRES

OF

...ARMING AND FRUIT LANDS

FOR SALE BY THE

ILLINOIS CENTRAL RAILWAY CO.,

All lying adjacent to the Railway, and none being farther from it than 15 miles.

FRUIT GROWING

In Southern Illinois is very profitable, patience and industry being the heavier portions of the capital required. A crop here seldom fails. The early ripening of fruit enables the grower to command the high prices of the first of the season in all the Northern country.

A SPECIAL FRUIT EXPRESS TRAIN runs to Chicago during ...

For Grain of all kinds, and Stock-raising these lands possess unsurpassed advantages. ... r wheat ... ade has become immense; out of 5,184 beeves received in one week ... were ... ered, and ... the prairies of Illinois.

The receipts of hogs at Chicago in 1867 were 1,951,405. Sheep thrive well, requiring fodder but ... larg... season, and cheese-factories are being successfully established along the entire line.

These lands are all adapted to the varied productions of the temperate zone, and from their rich, deep ... yield with less labor, and in much greater abundance, all the crops common to New England and ... Middle States. Machinery for planting, cultivating, and harvesting, does the work of many hands. ... is shipped in bulk from all stations, thus saving the expense and trouble of bagging. The climate ... and healthy, the taxes are low, and churches and schools of all grades (the latter supported by ... fund) abound along the whole line.

"The title to these Lands is clear, and in fee-simple from the State.

compet... Information on all points, address

large numbe... **LAND COMMISSIONER Illinois Central R. R. Co.,**

culty in procur... **58 Michigan Avenue, Chicago, Ill.**

...or Terms, see preceding page.

The Departmen... 177,095,852 bushels; ... 700 tons. Other cer...

...AVELERS AND OTHERS.—INSURANCE AGAINST ACCIDENTS.—See p. 31.
...TURING CO.—See p. 41. STEINWAY'S PRIZE PIANOS.—See back of Map.
...AL SPOOL COTTON.—See page 58.
...CO.—See page 48. ORNAMENTAL IRON WORKS.—See page 4.
...ANCE COMPANY.—See page 28.
...HINE COMPANY.—See page ...